

Largest Circulation of any Shipping Paper.

SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

No. 143.—VOL. 6. [Registered at the
General Post Office]

SATURDAY, JULY 18, 1891.

[For Transmission
Abroad as a Newspaper.] ONE PENNY.

IN THE DOG WATCH.

Seamen please note. The entrance-fee of the Seamen's Union is to be gradually raised, so those who wish to join as cheaply as possible should lose no time about enrolling themselves.

Dr. Tanner has been calling attention in Parliament to the accommodation and sanitary and medical arrangements at sea, a subject which we shall further notice next week.

The general secretary of the Seamen's Union evidently means to go on with the litigation against his Cardiff enemies, as he attended at the Cardiff Police Court on July 15 and entered into the necessary recognizances to prosecute charges of perjury at the next assizes against two boarding-house keepers.

From a letter which we print on page 13, we are glad to see that the Seamen's Union's organising secretary for the North of Scotland, Mr. J. D. Rennie, has been favourably received by the seamen in the Shetland Isles. Nowhere is the Seamen's Union more needed, for nowhere is there more wrong and injustice perpetrated on the poor with absolute impunity.

Since the Shetland seamen have the courage to join the Seamen's Union, they will perhaps have the courage to send to Parliament at the next election a real live man who will not be afraid to expose the foul outrages perpetrated in Shetland; from which place anyone whose presence may happen to be inconvenient to evil doers may be banished without trial. This has been twice done within recent years, yet the present M.P. for Shetland—a rich landlord, who toils not neither does he spin—has neither condemned such outrages nor done anything to prevent their recurrence.

That the unclaimed wages and effects of deceased seamen, in the hands of the Board of Trade, amount to tens of thousands of pounds, is well known, but what steps the Board of Trade takes to find seamen's relatives entitled to claim the wages and effects, is best known to itself. It does not advertise for claimants, and that perhaps accounts for the fact that so much money is left unclaimed. If some of the M.P.'s who say they sympathise with seamen, would wake up the Government on the subject, many a poor person might get what is justly their due.

Punch says: "Mr. Quelch, before the Labour Commission, is said to have ex-

pressed his opinion that 'the liberty to combine should not involve the liberty not to combine.' Doesn't Mr. Quelch see, that without 'liberty not to combine' there cannot be any 'liberty to combine.' For if a man is not at liberty to abstain from combination, it is obvious that he is compelled to combine; and compulsion is hardly liberty. Freedom lies in choice, and Mr. Quelch would leave the workman none."

This is unworthy of you, Mr. *Punch*, and your jubilee, on which we congratulate you. Mr. Quelch made a mistake if he spoke of the "liberty" to combine. To combine is a duty and a necessity rather than a liberty—just as work is. Mr. *Punch* is very smart, but he fails to prove that Mr. Quelch denies the workman freedom, license being one thing and freedom another. Freedom, as *Punch* says, lies in choice, provided you choose nothing injurious to the common weal.

Freedom is based on a contract that the individual shall not do that which is injurious to the community, in return for which the community agrees to protect him in doing that which is beneficial. By giving up what some would call "freedom" to steal, the individual gets his neighbours to protect him against being stolen from more effectually than he could protect himself.

The man who does not hold himself bound by this tacit agreement, on which civilisation and freedom are based, but persists in stealing, is dealt with by the community as a thief, and as an enemy to his fellow men. The man who will not combine with his fellow workmen to obtain justice is a far greater enemy to the common weal than a thief, and should be dealt with accordingly. You might as well talk about the liberty or freedom to steal as the "liberty not to combine." Except among savages there is no liberty to steal, and if this country were really civilised, instead of being half savage, there would be no "liberty not to combine" any more than there is liberty to steal.

A correspondent of one of the London daily papers, writing from Dunkirk, says he has received the following letter:—

I am a poor man, who came as a seaman with six others by the run in the *Bayard* from Queens-town to Dunkirk, when I was paid off with £2 14s., out of which I have to pay my passage to Queens-town. The captain of the steamer *Rosendaal*, belonging to Messrs. Weatherley, Mead & Hussey of London, was asked if we might have the same privilege as French runners, who only pay 5s., instead of 7s. 6d., for the passage from London to Dunkirk, and I was told in reply that this privilege was only granted to French runners, and that English runners must pay the full fare. May I ask whether the English public think it just for foreign

runners to be favoured at the expense of British runners by English shipowners.—WILLIAM LEAHY, 4, Queen-street, Queenstown.—Dunkirk, July 8.—P.S.—I understand the other line of steamers between London and Dunkirk make the same distinction in favour of French runners.

This on inquiry proved, says the correspondent, to be perfectly correct, French runners residing in Dunkirk being privileged to return from London on payment of a 5s. fare, while the full amount—viz., 7s. 6d.—is insisted on in the case of English runners leaving Dunkirk for London. This is most unfair, and it is to be hoped that the owners referred to will see their way to give English runners the same terms as French.

CATTLE TRADE HORRORS.

"GAMBLING MEN'S LIVES
AWAY."

WHAT THE GOVERNMENT
WILL DO.

A deputation from the National Amalgamated Sailors' and Firemen's Union of Great Britain, Ireland, and other nations, the Hull Marine Firemen and Seamen's Association, the North of England Sailors' and Seagoing Firemen's Friendly Association, and the National Shipmasters' and Officers' Union of Great Britain and Ireland waited upon Mr. Chaplin, at the offices of the Board of Agriculture, St. James's-square, on July 10, to support the Contagious Diseases (Animals) Bill introduced with the object of empowering the Board of Agriculture to make regulations for the control of the Atlantic cattle trade. The deputation was composed as follows:—Mr. J. H. Wilson (general secretary Seamen's and Firemen's Union), Mr. Samuel Begg (Humber district), Mr. James Sullivan (Plymouth), Mr. H. Stading (Birkenhead), Mr. J. M. Quillan (Glasgow), Mr. J. Skinner (Leith), Mr. W. Errington (Newcastle-on-Tyne), Mr. W. Green (Dundalk), Mr. R. Holdforth (Shields-on-Tyne), Mr. W. Airson (Sunderland), Captain Lindsay Anderson (London), Mr. W. Key and Mr. H. Friend (Sunderland), Mr. J. F. Nash and Mr. M. Easto (master mariners), Mr. A. McDonald (Dundee), Mr. W. Gammon (London), Mr. J. Stanley (Bristol), Mr. A. J. Candler (Liverpool), and Mr. J. M. Arthur (Greenock). Mr. Samuel Plimsoll also attended.

The following members of the House of Commons were present:—Mr. Howell, Mr. Heneage, Mr. J. C. Bolton, Mr. Webb, Mr.

Lawrence, Mr. C. H. Wilson, Mr. E. Robertson, Major Rasch, Mr. Gourley, Mr. Jesse Collings, Mr. G. Wyndham, Mr. Montagu, Sir W. Lawson, Mr. C. Graham, Sir E. Lechmere, Sir J. Swinburne, and Mr. Round.

Mr. Chaplin was accompanied by Professor Brown, Colonel Leach, Mr. Dawson, and Mr. P. H. Bagenal.

Mr. Howell, M.P., said the

LARGE AND INFLUENTIAL DEPUTATION which he had the honour to introduce were more or less connected with the shipping interests. Men were present of great practical experience on board ships, and men of large practical experience as shipowners. The deputation, representing the men employed on the ships particularly, had no desire whatever to injure the shipping trade. On the contrary, the men present got their living by the shipping trade, and it was to their interest that the trade should prosper; but what they did desire was protection and safety. That was the only sense in which the word "protection" could be used in connection with this subject. It had been hinted that there was underlying the Bill something like protection in the old sense of the term. He denied, and he thought the members of the deputation would deny, that there was any intention of influencing the Legislature in favour of protection in the sense intended; but they felt that there should be

PROTECTION TO HUMAN LIFE,

and that as far as practicable cruelty to animals at sea should be prevented. Those were the main points which would be urged by the deputation, and it was not for him, having no expert knowledge in connection with it, to enlarge upon the subject. The men who would address the President were men of wide practical experience in connection with the subject, and they would be able to lay before him such facts as might induce him to press forward the Bill he had introduced in the House of Commons. He knew there were two views with regard to the measure. It was said the Board of Agriculture already had power to deal with this matter, and to interfere under existing Acts, but he thought many would be in favour of legislative action in connection with this subject, but whichever mode might be adopted, he hoped that the seamen and the shipowners might be able to

COME TO SOME AGREEMENT

with the President as to what should be done for the regulation of the trade. Many members connected with the trade in the House of Commons had intimated that there was a necessity for some regulation, and consequently the only difference would be as to what that regulation should be. He thought that a number of practical men probably having the same ends in view, would be able to come to a determination as to what that regulation should be. (Hear, hear.)

Mr. J. H. Wilson, who was the first speaker, exhibited

A MODEL OF ONE OF THE ATLANTIC CATTLE SHIPS,

of whose construction the deputation complained. He said he had been requested by the influential deputation of officers and seamen, representing the whole of the men employed in the mercantile marine of this country, to lay before the right hon. gentleman their views with regard to the Bill

which the present Government had brought into the House of Commons. They did not believe, as had been alleged, that the Government had brought the Bill in with a view of protecting the agriculturists or the landlords, because the deputation were well aware of the fact that it was at their instance that a Bill was last session brought before the House of Commons, and they were requested by the shipowners of this country to withdraw the Bill until such time as a Commission could be appointed to inquire into the trade. The Government appointed a Commission,

THE COMMISSION WENT CAREFULLY INTO ALL THE FACTS

of the case, and in consequence of the inquiry they had brought forward the present Bill. The deputation believed it was to their interests that cattle should be carried into this country, and they quite recognised the fact that if they stopped the carriage of cattle into this country they would be doing away with a certain employment for their men. Therefore it would be foolish on their part to ask the Government to pass a Bill which would practically prohibit the importation of cattle into this country; but they knew that was not the right hon. gentleman's intention. They knew that the intention of the Government was to

REGULATE THE TRADE,

to see that no ships should carry cattle unless they were properly constructed for that trade. He spoke as one who had had over two years' experience in this particular trade. He had seen many errors in the cattle trade. He had seen cases where cattle had been smothered by being battened down in the lower holds of steamers, and out of 400 cattle on board they had not been able to carry into port more than 50. But apart from the cruelty inflicted upon the cattle, the deputation urged that the lives of the crew were of more importance than any profits which might be realised by the shipowners in the trade. They had the

WIDOWS AND CHILDREN OF THE MEN TO CONSIDER,

and he said, without fear of contradiction, that over 200 lives were lost last year on board ships carrying cattle to the United Kingdom. (Hear, hear.) When they became fully alive to the dangers of carrying cattle on the upper decks of steamers like the one he exhibited, they saw that the Government ought to legislate upon the question, irrespective of what the shipowners might say. He was not going to allege that there were shipowners in this country who desired to lose men. It would be no interest to them to lose men, but he realised this fact, that they attended more to their own profits than to the safety of the men on board the ships. He was sorry to find that certain members of Parliament were making this a party question.

IT OUGHT NOT TO BE A PARTY QUESTION.

(Hear, hear.) The lives of the men were at stake. Party considerations ought to be placed on one side, and they ought to consider the grievance of the men in this particular trade. He therefore urged the Government to pass the Bill this session. If the Liberals opposed the Bill, the responsibility of losing 200 or more lives this year would rest at their doors, together with the responsibility of throwing a hundred or more widows and children upon the rates of the various towns and cities

throughout the country. The deputation did not think the Government should be at all alarmed about the opposition of the shipowners. They had as much right, they contended, to put their case before Parliament as the shipowners. Unfortunately they were not in a position directly to express their opinion in the House of Commons. Were it so they would probably be able to enlighten many members who were put upon

THE WRONG COURSE

by the statements that were made by the ship-owning members of the House of Commons. (Hear, hear.) There were ships already constructed which complied with the requirements of the sea service—ships carrying cattle to Liverpool; one ship in particular had carried over 4,000 cattle and lost only two of them. The safety of the men in those ships had been considered, the vessels having been constructed for this particular trade, and the deputation could not possibly raise any objection to those vessels carrying cattle; but a vessel of the kind he exhibited was never intended to go across the Atlantic, much less to carry cattle. At one time shipowners would never think of sending an ordinary cargo or tramp steamer across the Western Ocean; but in recent years they had not only sent this class of steamer into trades for which they were never intended, but they had gone further, and placed upon the upper decks of steamers structures

LIKE THOSE SHOWN ON THE MODEL,

which no man with a knowledge of the sea would for a moment think of defending. A sea coming on board might wash the whole of this structure away. The steering-wheel chains of such a steamer were laid right along the deck. As a result the feet of the cattle, and the hay and straw, were continually getting mixed with the wheel chains, and these were blocked. What followed? The ship went into the trough of the sea, the hatches were off, and a very large sea went down into the hold. If the truth were known many ships had

FOUNDERED WITH ALL HANDS,

without anyone left to tell the tale, owing to the wheel chains getting blocked in this way, because when the ships went into the trough of the sea there was no help for them, and no escape whatever for the men. Let him also point to the construction of the cattle-pens around the boats. What escape was there for a man when a vessel is on fire or about to founder—what chance was there of getting out the boats to save the lives of the crew? To his mind it was a disgrace to the country that ships of this kind should be allowed to carry cattle to the United Kingdom—(cheers.) He hoped he was not making too strong statements, or statements that would not bear investigation, but the deputation urged upon the Government, if they were anxious to protect the lives of the men, not to let this Bill drop. In spite of the opposition offered, they urged the Government to

PRESS FORWARD

the measure, and to let the responsibility of its being defeated rest upon the shoulders of those who defeated it—(cheers.) He found from the newspapers he had looked at that the opposition had come entirely from the shipowners and their friends. It was monstrous that the deputation, who were not represented in the House of Commons, should not be able to have their

interests looked after, as well as the interests of the shipowners. They assured the Government that all which could be done to support them would be done by the seamen and firemen and by the workmen throughout the country. (Hear, hear.) It was to be remembered that a resolution was passed at the last Trades Union Congress, representing the whole of the workers—all the Trade Unionists of this country—

IN FAVOUR OF LEGISLATION

upon this subject; and if the people who were blocking the Bill continued to block it, they would be doing so in defiance of the expressed opinion in favour of it by the working men throughout this country—(hear, hear). They had present a captain who had had 20 years' experience in this trade, and others who had had probably less experience, but they would not detain the right hon. gentleman with long speeches.

Captain Easto spoke briefly of the danger which he said was connected with some of the present cattle ships, and of the risk which the crews ran of being washed overboard, mentioning a recent case where such an accident had occurred. He contended that it would be a great advantage to all seafaring men if the practice of carrying cattle on deck were abolished. He had known cases where it had been necessary to throw cattle overboard, and he remembered cases in which the wheel-chains had become entangled in the feet of the cattle.

Mr. Samuel Plimsoll hoped the right hon. gentleman would use all the powers of the Government to pass the Bill which he had drafted and presented. All the blocks could be avoided by putting the Bill down next to Supply, and moving to report progress at 10 o'clock, so as to bring it on at the proper time.

THE BILL WAS NECESSARY

for many reasons. If the Bill was passed he could scarcely imagine that such excessive overloading of cattle would take place in the future as in the past. He read an extract from an American paper stating that, according to the two feet allowance for oxen, in a ship certificated to carry 475 cattle, 527 were actually carried; in another certificated to carry 600, nearly 1,000 were carried; in another certificated to carry 450, 800 were carried; in another certificated to carry 575, nearly 1,000 were carried. As the authority was American, he would not read the names of the ships nor the names of the owners, but would hand the particulars to the President. The Government would be opposed, and they were opposed, by the shipowners in this matter, which is not a subject of surprise. Since he entered Parliament, in 1868, he had done the best he could to ameliorate the condition of the seamen's life and to promote his safety; but he knew of no proposal made to the House of Commons, however moderate, which had not received the determined and

PERSISTENT OPPOSITION OF SHIPOWNERS.

(Hear, hear.) There was, however a great change coming over the spirit in this matter. He was delighted to hear, on what he believed to be excellent authority, that the Liverpool shipowners had distinctly refused to join the North-Eastern and the Glasgow shipowners in opposing the Bill (Hear, hear.) The Liverpool shipowners said the Bill was reasonable, and it ought to be passed, and he was in hopes that the more respectable shipowners, instead of attempting to defend all the abuses of the

trade, would separate themselves from the men who brought

SUFFERING AND DEATH

upon seamen, affliction upon their families, and disgrace upon the English nation. (Cheers) The shipowners had cried "Wolf, wolf," to every proposal that had been made, and it was high time they were put aside, and their cry no longer attended to. He expressed the earnest hope that the right hon. gentleman would insist upon carrying the Bill this session, for it was much needed, and it was a very moderate Bill. (Hear, hear.)

Admiral Sir J. Swinburne, M.P., said that as the only seaman member of Parliament present, he had no hesitation in asserting that it was

GAMBLING MEN'S LIVES AWAY

to send them to sea in ships such as the model was said to represent. (Hear, hear.) With a ship constructed in such a manner, the choking of the wheel chains might in a few moments endanger the ship and all the lives on board. (Hear, hear.) It would be quite impossible in half a gale of wind to clear away one of the boats with the cattle encumbering the decks, without its being smashed to pieces. (Hear, hear.) In a very small way he had a share in a merchant ship, and he knew something of the difficulty which merchant captains and managers experienced in making their ships return a dividend; but the first thing which the Government ought to look to was the safety of the crew. No ship would be allowed to cross the Atlantic, even from a commercial point of view, if she was anything like the construction of the model in the room, were it not for the

GAMBLING PRINCIPLE OF INSURANCE.

(Hear, hear.) He hoped that members of the House of Commons would support the Bill, which was a most moderate measure.

Mr. E. Robertson, M.P., said that something had been said as to the notices of amendment which had been put down to the Bill, and his case was by no means singular. He put down his amendment at the request of the Police Commissioners of Dundee, who did not desire to oppose the Bill, but they did desire time for its consideration. That notice was therefore merely a *caveat* put in to take time for consideration. The Police Commissioners had not yet told him they were opposed to the Bill, and he was not opposed to it himself. He read a telegram which he had received from Mr. Asher, M.P., who expressed his regret that he could not attend, and his sympathy with the object of the deputation.

Major Rasch, M.P., representing a branch of the Seamen and Firemen's Union on the Thames, said its members were unanimously desirous that the Bill should pass.

Mr. Round, M.P., stated that Harwich, which he represented, contained a great number of firemen, and he cordially endorsed the Bill on their behalf.

Mr. C. H. Wilson, M.P., admitted that Mr. Plimsoll had the interest of the seamen at heart, but unfortunately he had a method of using strong language which to a certain extent damaged his position. As a shipowner, he (Mr. Wilson)

SUPPORTED MR. PLIMSOLL

in his Grain Bill, and he also supported the Load-Line Bill. A great many of the shipowners were not opposing this Bill from the view taken by the Seamen and Firemen's

Union, but because they thought a power had been given to the Board of Agriculture which ought to be in the hands of the Board of Trade. (Mr. Plimsoll, "No, no.") But independently of that, they were quite prepared and anxious that regulations should be made. He thought Mr. Chaplin knew that, and that was really the vital point. There was nothing else in the Bill which was at all vital so far as the lives of the seamen were concerned. (Mr. J. H. Wilson: Then

WHY IS IT BLOCKED?)

They did not block the Bill to stop legislation, because Mr. Chaplin, as President of the Board of Agriculture, now had sufficient powers to do everything that was necessary to preserve the lives of sailors and firemen, and to prevent cruelty and unnecessary suffering to cattle. He wished to put that clearly before the members of the House of Commons present, and also before the seafaring population. He had given Mr. Plimsoll

A PARAGRAPH FROM "SEAFARING"

which suggested that shipowners wished to drown the seamen, and disregarded the fact that shipowners had the same feelings as sailors or firemen, and were anxious to do all in their power to preserve the lives of their seamen.

Mr. Heneage, M.P., insisted that the Board of Agriculture was the proper authority to make inquiries under the Bill. The Board of Trade would act in perfect cordiality with the Board of Agriculture, and he was certain the latter department had not the powers which Mr. Wilson, M.P., imagined.

Mr. C. Graham, M.P., hoped the right hon. gentleman would not consider this as in any sense a party question, although in these matters he thought the

LIBERALS WERE EVERY BIT AS BAD AS CONSERVATIVES.

(Laughter.) Indeed he was not at all sure that all the legislation for the benefit of seamen had not been passed by the Conservative party. (Laughter, and hear, hear.) It was a matter of absolute indifference to him which party passed this sort of legislation, but he hoped the Government would insist on passing this Bill.

AFFECTS EVERYBODY.

Mr. Jesse Collings said the question had been dealt with as affecting seamen and seaboard towns, but there was scarcely a parish throughout the United Kingdom which was not deeply interested in the question, inasmuch as there was hardly a family which had not some friend or relative on the sea; and therefore it was not only a seafaring question, but a rural question equally as much.

Mr. Chaplin, in reply to the deputation, said:—In the first place, perhaps you will permit me to express the great pleasure I feel at receiving such an extremely influential deputation. I am sorry, owing certainly to no fault of mine—because the date of this deputation has been fixed for a considerable period—that this interview should have been fixed on a day which has, I am afraid, caused great inconvenience to many of you. I cordially join in the wish which has been expressed by more than one speaker, that, whatever happens, this question should, if possible, be kept

OUT OF THE RANGE OF PARTY POLITICS.

(Hear, hear.) There is certainly no question which ought less to be made a matter

of party politics than this, and, so far as I am concerned, I have endeavoured throughout to treat it upon entirely different lines; but I own I am glad to have this opportunity of replying to and contradicting many of the misleading statements which have been widely circulated during the last few weeks, both with regard to the nature of this Bill and to the objects which the Board of Agriculture have in view. In connection with that part of the subject, perhaps I may be permitted, and perhaps it will not be altogether out of place if I say this: Hitherto I have refrained from offering anything whatever, as far as possible, in the nature of recrimination, and I have endeavoured to conduct this controversy which has arisen between the shipowners and myself in a spirit of frank conciliation so far as they are concerned; but if I am to be met in the future as I have been met in the past, by repeated and

GROSS MIS-STATEMENTS

as to the character of this Bill, and by the most unfounded charges and accusations as to the intentions of the Board of Agriculture in dealing with this question, and of its president—to whom they do not scruple to impute the most sinister motives and intentions—I think it is perhaps not unfitting that I should remind some of these gentlemen that they would do well in future to refrain from provoking the retorts which most assuredly it would not be difficult to make on them. (Hear, hear.) Those gentlemen—some of those gentlemen I will say—are persons whose profits are derived from the arrangements which render possible, and which are

RESPONSIBLE FOR THE HIDEOUS SUFFERINGS

which, occur to the dumb animals they transport across the ocean. (Hear, hear.) I pass from this subject altogether, but in view of the charges which have been so repeatedly made against myself and against this department of the Government in the public Press, by those whom I can only suppose are representatives of the shipowners, I have thought it not unfitting to offer this word of warning as regards the future. (Hear, hear.) I have been attacked mainly upon two grounds—in the first place, because of the character of the Bill which had been introduced, and, in the second place, because of the injurious effects which it was widely alleged the passing of the Bill would have upon the consumer in this country. In reference to the first charge, I am going to give you instances of what I mean. A certain member of Parliament,

MR. FURNESS,

the member for Hartlepool, who has taken an extremely prominent part in the opposition to this measure, was interviewed by a representative of the Press a few days ago. A report of the interview appeared in the *Northern Daily Mail* on the 7th of this month, and it is a capital specimen of the kind of statements which have been widely circulated on behalf of the shipowners. I wrote to Mr. Furness, enclosing him a copy of the report of the interview, and asking him to be good enough to inform me whether the statements attributed to him were substantially accurate or not, but up till the present I have had no reply, and having received no contradiction, I assume that they are correct. (Hear, hear.) He begins by making this statement. He says: "The Bill proposes to place in the hands of one man the power of preventing the im-

portation of live cattle to this country by any steamer now engaged in the trade." The Bill does absolutely

NOTHING OF THE KIND.

(Hear, hear.) The Bill practically consists of two clauses, and two clauses only, the first of which gives power to the Board of Agriculture to conduct inquiries in the case of severe loss of cattle at sea—a power which they did not possess before; and the second clause makes it obligatory upon them to lay any orders which they may issue upon this subject upon the table of the House of Commons, which they are not obliged to do at present. Now, that is literally the whole of the Bill about which this terrible outcry has been raised. Beyond this, the Bill neither adds to nor takes away by one iota from the existing powers of the Board of Agriculture; it leaves them exactly as they were, neither more nor less than they were before, but precisely as they have been for many years in the past. Whether it is right that we should possess these powers is, of course, a question open to discussion; but that has nothing whatever to do with the Bill which is now before the House of Commons, and

MR. FURNESS HAS NO EXCUSE

whatever for the statement he made on that occasion, because he was one among a number of shipowners, including my friend Mr. Charles Wilson, who did me the honour to wait upon me the other day, when I explained to them fully the character of the Bill, and the powers we possess already, which it is perfectly clear, from what Mr. Wilson has said, he thoroughly apprehended. Notwithstanding this, Mr. Furness goes down to his constituency and repeats this misleading statement. (Cries of "Shame.") I come to the second ground of attack. We are gravely told—and you will pardon me for entering into some detail into this matter, because this is the only opportunity I have had of

CONTRADICTION THE STATEMENTS

which have been widely spread—we are gravely told that the meat supply of the country would be endangered by this Bill, that the real question at issue is this—whether our foreign meat trade is to be maintained in the future or to be destroyed altogether, that unless I am checked in my wild career—(laughter)—the price of meat will be raised 2d. or 3d. a pound—(laughter)—and Mr. Furness, in this same interview, has the hardihood to declare that the price of beef will actually be doubled. (Laughter.) What are the facts with regard to the foreign meat trade of this country? Perhaps, in the circumstances, they will be of interest to you and to the public also. In the first place,

THE FOREIGN MEAT SUPPLY

was only 33 per cent. of the whole annual consumption of the country. It is estimated that 67 per cent. of the meat is produced at home, and of that 33 per cent. of the foreign supply only 10 per cent. is brought to this country alive. With regard to this 10 per cent. it is quite true we do propose to make further regulations, and why? Simply for the purpose of protecting the cattle which are brought across the Atlantic in the future from the horrible sufferings which have been disclosed in the report of the Departmental Committee, which recently sifted the whole of this question, as too often occurring. What we aim at, and

ALL WE AIM AT,

is this, namely, to compel the bad shipowners of the country, who, I am glad to think, are in a very considerable minority, to do precisely what the good shipowners have done voluntarily. (Hear, hear.) It is perfectly ridiculous to suppose for a moment either that the foreign meat trade, or any considerable percentage of the foreign meat trade, is likely to be interfered with by any regulations which this department is likely to issue. But even supposing that were so, the consumer would not lose. On the contrary, in my opinion, he would be an absolute gainer by the transaction, and I will tell you why. It is not denied by anybody—and if it was, any amount of proof could be brought to the contrary—that

DEAD MEAT CAN BE BROUGHT

to this country in perfect condition from America in almost any quantity; and if it ceased to come alive, it would simply come in the form of dead meat instead. More than that, it is notorious when it is brought here dead it sells considerably cheaper than when it comes here alive. (Hear, hear.) That is a fact perfectly well known to all those who are conversant with the trade, although it has been most carefully concealed from controversy. I took up the *Times* the day before yesterday to look at the

PRICES OF MEAT,

and what I found was this:—American live cattle killed at Deptford and sold in the London Central Meat Market, made from 6d. to 6½d. per pound, while refrigerated beef at the Central Meat Market, taking the average of hind quarters and fore quarters, made from 4½d. to 5½d., that is to say, that the price of dead meat is very considerably less than the price of American meat when it is brought to this country alive. The reason is exceedingly simple. When it comes in the shape of dead meat the fact cannot be concealed that it is American meat. When it comes alive and is killed in this country, a great part of the meat is

SOLD AS THE BEST ENGLISH AND SCOTCH.

(Laughter, and hear, hear.) Whoever else might suffer by any regulations passed by this Board which are so much apprehended by shipowners, it would certainly not be the consumer. He would be the gainer in my opinion if the dead meat trade were substituted for the live meat traffic. I think I have in this statement effectually disposed of the charge of protection, which is the ground upon which some of the shipowners have specially selected to fight this contest. The fact is, gentlemen, with all respect to my friend Mr. Charles Wilson and other friends among the shipowners, if this question comes to be seriously argued and threshed out in public, the

SHIPOWNERS HAVE NOT A LEG TO STAND UPON.

(Hear, hear.) Their pockets, and possibly the pockets of the American exporter might be touched to some extent, though not anything like to the extent I fancy which they apprehend, but nearly everybody else would gain. The consumer would gain, because he would get his meat cheaper than when he gets it when it is brought alive; the English producer would gain, because he would be relieved of a fraudulent competition; all the humane-minded people would gain because the animals would be spared

from the sufferings which they undergo at the present time, and if I may judge from the various statements made by this deputation to-day, the seamen would consider themselves to be gainers in the matter. (Hear, hear.) That, however, gentlemen, is no part of my duty to convert the live meat trade into a dead meat trade, nor have I the slightest intention of interfering with the live meat trade wherever it is conducted upon proper conditions. There will only be interference where there is suffering, and sometimes great loss, owing to the absence of those proper conditions. Are there such cases, gentlemen, or are there not? It is a matter which can be very

EASILY PROVED

by reference to statistics which we have upon this point, and I wish to mention to you a very few of the losses of cattle which have occurred in the Atlantic cattle trade during the last few years. In the year 1888, 168 animals out of 344 were lost on the *Pales-tine*; 128 out of 204 on the *Glenmore*; 328 out of 341 on the *Rialto*; and 281 out of 380 on the *North Durham*. In 1889, 151 out of 187 were lost on the *Oxford*; 519 out of 625 on the *Iowa*; 313 out of 470 on the *Lake Superior*; and 204 out of 246 on the *Manitoba*. In 1890, 137 were lost out of 346 on the *Cassius*; 172 out of 228 on the *Circe*; 177 out of 494 on the *Norse King*; 102 out of 161 on the *Grassbrook*; 131 out of 158 on the *Warwick*; and 306 out of 318 on the *St. Ronans*. It is undoubtedly the fact that, taking the live cattle trade across the Atlantic as a whole, the percentage of losses is extremely small, and that the great majority of the animals are brought to this country in safety; but, on the other hand, it seems to me that a mere recital of the facts which I have given to this deputation—and they are only a few among many others which could be quoted—are amply sufficient and more than sufficient to justify the action which the Board propose to take in regard to this question. (Hear, hear.)

HOW ARE THESE ANIMALS LOST?

I should like to call your attention, and through you the attention of the public, very shortly indeed, to the way in which these animals are lost. You will find it in two paragraphs, on pages 15 and 16 of the report of the departmental committee. They run as follows, and I believe this to be an absolutely true description of what happens:—

"When cattle are carried on the upper, i.e., the weather deck, and on bridge decks or poops, they are liable to suffer much in winter from both wet and cold, and in heavy weather the fittings on the upper deck occasionally give way, the pens in which the cattle are confined being broken and washed away by a succession of heavy seas breaking upon deck. When this occurs the cattle of course get loose, and, together with the debris of the fittings, are washed about from side to side upon the deck, undergoing the most serious injuries and sufferings. When loose in this way they render it

DANGEROUS, AND EVEN IMPOSSIBLE,

for sailors to traverse that portion of the deck. This continues until the weather abates, or the greater part of the animals are finally swept overboard, those which remain being found with broken limbs and other injuries. Witnesses have stated to us that the cattle are sometimes dashed about in this way for several days together."

What happens on the lower decks is this:—

"When cattle are carried on the lower decks, that is to say, on the upper or lower 'tween deck, they are not affected in the same way, by exposure to wet or cold, but they are liable to suffer from insufficient ventilation, and from the injuries they receive if the fittings give way. It happens not infrequently, when the ship rolls heavily in severe weather, that the weight of the cattle bearing upon the breastboards causes them to give way. The head-ropes break, and the cattle are all thrown indiscriminately together, lying, as it has been described to us, in a heap, one on the top of the other. This results, as a matter of course, in injuries such as broken horns, broken limbs, etc., and unless the fittings are restored, and the cattle can be separated and replaced in the pens again, they end by suffocating each other."

THAT IS THE POSITION

with which we have to deal. I do not think it is necessary for me to state what, in my opinion, are the most effective and the most proper measures to be taken for dealing with this state of things, but the question remains as to legislation for the future, and what is to be done in that respect. Upon this, with your permission, I wish to say a word. We can proceed either by fresh legislation or by the issue of further regulations under the powers which we already possess. Some gentlemen, and indeed most of the speakers, have urged very strongly that we should proceed by all the means within our power to insist upon passing a Bill during the present session; but on the other hand we must look at this question in a practical and business-like manner. We have to consider the period of the session at which we have arrived, and also to remember the engagements which the Leader of the House of Commons has given with regard to no further opposed business being taken during the present session, and I think it must be obvious to those who are conversant with the House of Commons, that in the present state of public business, and having regard to the engagements which have been given, if a Bill upon this subject meets with serious opposition, it would not be possible to pass it. That, however, need not, in my opinion, by any means prevent effective measures being taken, and being taken without delay. (Hear, hear.) I propose, in the absence of any further Bill upon this subject being passed, to issue such further regulations as may seem to be necessary and adequate for the purpose under the existing powers of the Board. I am.

PREPARING CERTAIN REGULATIONS

at the present moment, and when they are prepared, I have invited the representatives of the principal shipowners of the kingdom to meet me in conference, in order to give them the opportunity of going with me through these regulations *seriatim*, so that every thing they may have to urge and may have to say upon the subject may be fully weighed and considered before those regulations are issued and made an order, which will have the effect of law. My duty under any circumstances appears to me to be perfectly clear. Parliament has imposed upon me, as the representative of the Board of Agriculture by statute, the responsibility of taking whatever measures may be necessary to prevent the unnecessary suffering of animals during their passage by sea, and

such measures I intend to take; and that duty, whatever may be the opposition, or however powerful may be the quarter whence it comes,

I MEAN TO CARRY OUT

to the best of my ability. (Cheers)

Mr. Howell, on behalf of the deputation, thanked the right honourable gentleman for the very important statement he had made, and hoped it might be possible for an agreement to be arrived at whereby any serious opposition to the Bill would be removed. When the right honourable gentleman was preparing regulations, they hoped he would hear them as well as the shipowners. (Hear, hear.)

The deputation then retired.

Mr. Taunton, secretary of the Liverpool No. 1 Branch of the Seamen's Union has received the following letter:—July 8, 1891. Albany Court-yard, London, W. DEAR SIR,—I am afraid that I shall be on a committee at the time you came on Friday next, or I would willingly have accompanied the deputation to Mr. Chaplin in connection with the Contagious Diseases (Animals) Bill. From what I hear I do not think there is much hope of the Bill being passed this session, as it is understood that the session will terminate about the end of this month. I would gladly attend to support you in any way, but the unfounded attack which Mr. Wilson made upon me some time ago was such that I would rather not have anything to do with a man who endeavours to stab you behind your back. Yours truly, ED. WHITLEY. Mr. H. J. Taunton.

With reference to this the general secretary wrote:—Seamen's and Firemen's Union, July 14, 1891. Central Offices, 19, Buckingham-street, Strand, London. — Whitley, Esq., M.P., Liverpool. DEAR SIR,—Mr. Taunton, the secretary of one of our Liverpool Branches, has forwarded me a copy of your letter to him in which you state I have made an unfounded attack on you and endeavoured to stab you behind your back. You would oblige me if you would give me the facts of the case as to my unfounded attack on you. I may have criticised your conduct in blocking the Load-Line Bill, which I think I was entitled to do in the interests of members of our Union, and I can assure you, sir, whatever I have said in your absence, I am quite prepared to say on a platform in your presence. It is a question of profit with shipowners, but it is a matter of life and death with seamen. I ask which is the most important? I am, yours faithfully, J. H. WILSON, General Secretary.

MEETING AT JARROW.

A public meeting was held in the "Circus," Jarrow, July 10, Dr. Jennings in the chair. The chairman opened the proceedings with a few remarks on the carrying of cattle on ships' decks in the winter months. The following motion was moved by Mr. E. Wood, of the National Labor Union, and seconded by Mr. C. Bull:—"That we, the ratepayers of Jarrow, in public meeting assembled, herewith regret that our member (Mr. C. M. Palmer, M.P.) has moved the block in the House of Commons against the Contagious Diseases (Animals) Act, and urgently request that you will remove the block, as we are of opinion that the Bill is one that affects the whole population of this country, as regards humanity and the men who have to go to sea." The motion was carried unanimously. The following petition was numerously signed, which will be forwarded to the House of Commons:—"To the honourable the Commons of the United Kingdom of Great Britain and Ireland, in Parliament assembled. The humble petition of the inhabitants of Jarrow, in public meeting assembled, sheweth:—(1) That a Bill is now before Parliament and your honourable House, entitled the Contagious Diseases (Animals) Act, which, if passed, will diminish the great risk of life to which seamen navigating ships employed in conveying live cattle are exposed. (2) That your petitioners, therefore, earnestly urge that the said Bill may be passed into law this session, as we are of opinion that it would be of great benefit to the country." It was also agreed that the chairman sign the petition and forward it to the House of Commons. To illustrate the evils of deck cattle carrying, Mr. Lambert, of Jarrow, brought his powerful lime light views into operation, with brief explanations of each view. A vote of thanks was accorded to the chairman and the other gentlemen who assisted in the proceedings.

MEETING AT SOUTH SHIELDS.

A public meeting was held in the Market Place, South Shields, to draw up and sign a petition in favour of Mr. Chaplin's Contagious Diseases (Animals) Bill, which the notice stated, "is blocked by Sir C. M. Palmer, M.P., Jarrow," and which is at present before the House of Commons. The placard calling the meeting also stated that, "If the Bill should pass this session, it will save hundreds of lives and be a great benefit to the public at large." There was a large attendance. Mr. Shelley, of the Coal Porters' Union, presided, and explained the objects of the provisions of the Bill, and how they would affect the interests of seamen generally. On the motion of Mr. George Cowie, seconded by Mr. Logan, the local official of the Seamen's Union, it was decided to draw up a petition to the House of Commons in favour of the Bill, and stating that in the opinion of the meeting the measure would diminish the great risk to life to which seamen navigating ships employed in conveying live cattle are exposed. The petition was very generally signed.

WHAT GOVERNMENT WILL DO.

In the House of Commons, July 14, Major Rasch asked the Chancellor of the Exchequer whether the Government would give facilities for the passing of the Bill for the amelioration of the Transatlantic cattle trade during the present session.

The Chancellor of the Exchequer replied that the Government were pledged not to proceed with any contentious measures beyond those which were enumerated by the First Lord of the Treasury in his general statement with regard to the business of the House. The Government attached very great importance to this Bill, but in face of the opposition which existed to the measure they would not be justified, consistently with the pledge they gave, in asking the House to devote time to its consideration. (Hear, hear.) He could assure his hon. and gallant friend, however, that the President of the Board of Agriculture was engaged on the subject, and hoped to report to the House, to which he was now giving his earnest attention, to be able to mitigate, to a great extent, the evils with which the Bill was intended to deal.

WRECKS IN THE NORTH SEA.—In the House of Commons, July 13 Mr. Webb asked the Secretary to the Admiralty, with reference to the *Leerdam* and the *Gan Quan Sia*, merchant vessels, which were sunk in the North Sea after collision on December 14, 1889, and whose iron masts were declared by the Hydrographer of the Admiralty to be an appalling danger to shipping, whether, since the *Penguin* and *Triton* failed to discover the wrecks, further operations would be undertaken to fix the sites of these wrecks and warn off shipping. Lord G. Hamilton, in reply, said: These wrecks are in the centre of the North Sea, in no territorial waters, and nearer the Dutch coasts than our own. In the interest of Her Majesty's ships and of our great mercantile trade, the Admiralty have, however, already made great and unprecedented efforts to ascertain the positions of the sunken steamers, and have offered a reward to any fisherman who would buoy the spot and report the same to the Admiralty. Although frequent complaints have been made of nets being caught in the wreckage, no fisherman has yet taken the trouble to do this. Three of Her Majesty's ships have made careful search for the wrecks, but, without further information, limiting the area, any further search would be entirely useless, the objects being so very small.

A BRITISH SHIP SHATTERED.—The captain of the British iron bark *Bidston*, at Queenstown from Pishgus, reports that on January 23, while waiting to receive her cargo in Pishgus, the vessel was struck by a shell on the starboard side, under the poop and 2 feet above the water-line. The shell passed clean through two iron plates, cutting a piece out of each. It then shattered to batten, and, passing into the hold, burst with a terrific report, scattering bullets and pieces of iron around in all directions. Shots were also fired over the vessel's deck by soldiers on shore, and the crew had to take refuge in the cabin to escape the danger of being shot. On the following day, owing to the fighting in the streets between the forces of the Government and the Congress at Pashy, nearly 100 persons sought shelter aboard the *Bidston*, and many remained aboard till February 3. On February 6 another shell fired from the shore struck the vessel, and carried away the tie of the foretop-gallant yard, bringing the yard down on the decks, and causing damage to the decks. On the 21st of the same month another lot of people sought refuge on the vessel. The British Consul was informed of both occurrences.

MAIL STEAMERS AND SUNDAY LABOUR.

In the House of Commons, July 9, Mr. S. Smith asked the Postmaster-General whether his attention had been drawn to the practice which obtained in some colonial ports of granting special permission to mail steamers to load and unload their cargoes on Sunday, thereby setting a precedent for the owners of ordinary cargo boats to seek the same facilities; and whether he would take into consideration the possibility of reducing the number of Sundays on which the working of coals and cargoes on board mail steamers was made a necessity. Mr. Raikes, in reply, said: My attention has been drawn to the subject referred to by the hon. member. I may say that so far as the Post Office is concerned, every effort is made to arrange the itineraries of British contract mail packets so as to avoid Sunday calls at foreign and colonial ports, and I am glad to be able to state that such calls are rare under present arrangements. Without serious detriment to the mail service, however, it would be impossible altogether to avoid Sunday calls in certain isolated cases. I think I may therefore say that the suggestion conveyed in the hon. member's second question has already been complied with. On this subject a correspondent writes to us as follows:—

The question of Mr. S. Smith, M.P., is one of much importance to shipowners, their officers, and crews, who suffer from a practice of recent origin in some foreign and colonial ports, of shipping hundreds of tons of bunker coals, and transshipping cargoes unnecessarily on Sundays. Mr. S. Smith referred to the part which mail steamers took in originating and encouraging this unloading and loading on Sundays, which stops all Divine worship for the crews of cargo vessels, for the precedent set by the mail ships is too apt to be followed for private gain by the owners of many cargo boats.

The Consul at Lisbon describes, in a recent blue-book on "Sunday Working of Cargoes in Foreign Ports," how the granting of "packet privileges" of this sort to mail ships on the Tagus, has grown into an entire setting aside of the Portuguese laws against such practices. The frequent arrival of mail steamers in Hong Kong Harbour on the day of rest was recently used as a strong argument against the passing of the "Sunday Cargo-working Ordinance" in that colony; and the same ill-timed management of the post office at Singapore is even now quoted in the blue-book on this subject for the Colonies, against any restrictions on this pernicious practice in that harbour. At Malta thousands of tons of coal are commonly taken on board steamers on Sundays, the mail ships being the leaders in this unnecessary labour. From Brindisi and Marseilles similar complaints are received, as well as from the Cape of Good Hope, Sierra Leone, Brisbane, etc. But the Postmaster-General says these calls are rare, so that the ill-reputation the mail steamers have long had amongst sailors for robbing them of their day of rest would appear to be undeserved. The Postmaster-General might easily clear the reputation of the Post Office by preparing a return to Parliament of the names of the foreign and Colonial ports at which mail steamers called or remained last year on Sundays, so as to give occasion for the working of bunker coals or of cargo, and the

dates on which such Sunday work was necessitated during the year. A plea of public advantage may be put in for the mail steamers in this matter; but no such excuse can be made for other shipowners who stop all divine worship in their ships and bring their own religious consistency into question amongst their officers and crews, by working thousands of tons of coals and cargoes unnecessarily on the Lord's Day merely for private gain in a foreign or colonial port. Acts of this kind do much to account for the very unfortunate and lamentable lack of sympathy and fellow-feeling and kindness which so often obtains between employers and employed in the British Mercantile Marine.

SEAMEN'S UNIONISM IN LIVERPOOL.

The following is the paper which was read by Mr. Connarty at Liverpool No. 1 Branch on July 6, and was well received:—A few short years ago the seafaring classes of this city of Liverpool were a poor down-trodden class of individuals, working for any wages the employers offered them. They had neither heart nor courage to help themselves. This was from 1879 to 1888. When in 1888 a body of men in the North-east of England banded themselves together as a Union to alleviate the sufferings of their fellowmen, they spread the spirit of Unionism amongst their brethren on that coast, and afterwards to various other ports throughout the kingdom. One arrived here in October, 1888, to spread the spirit of Unionism in this port. The men at that time responded to the call and came forward in thousands. Before the Union was properly established the men in Liverpool were clamorous for a strike, for wages were at starvation point, averaging from £2 15s. to £4 for seamen across the Atlantic, and £2 15s. to £4 10s. for trimmers and firemen. Well, the strike took place, and ended in victory for the men—that is all Companies in the same trade had to pay the same wages. But the men at that time gave notice to the employers that they would ask another advance in about three months and a strike took place on June 3, 1889, which in the idea of some people was not a fair one as the scale of wages was unequal for the two classes—that is, asking £1 rise for one class and only 10s. for the other; which from the experience of various men in this city we knew would never be achieved. Well, we were defeated, but still able to maintain that it was a victory in a sense. It showed us our strength and our weakness if ever strikes should take place again.

In March, 1890, the dockers of this city had a strike to advance their interests, and our men in all honour tendered their services, which were rejected; so the officials of the Union acted up to the resolutions passed by the members five or six weeks before, that the employers should be waited upon for an advance of wages, which they readily conceded, but we put a stipulation in our agreement that we would not do anything that anyone could construe into dockers' work. Because we had done so, Union people said the advance would not last long, and that after things had toned down the advance would be taken from us. Well, men, I ask you in justice to yourselves and to your officials, has the advance been taken from you yet? Now comes the

Unionism of the men of Liverpool. They thought, and do think, that once the increase of wages was achieved they had nothing more to do with the Union, as the Union would live on nothing. Ah, my friends, there is where you make a mistake, because I know that once you let your Union fall down your wages will come, and you will not get them up again the next ten years. As one who knows the port of Liverpool as well, or perhaps better, than any other man in it from the workman's standpoint, such things will happen as I know from past experience. Now, what I would urge on all members who have the spirit of Trades Unionism, and the interests of fellow men at heart, would be to use all the moral suasion that they are possibly possessed of to urge upon those not in the Union to join it, and to urge upon our weak brethren to follow their Union up, as by doing so their salvation is achieved, and in the future no one can say to their children that their father was a chicken-hearted man, afraid to stand up for his rights, nor yet call him a scab. I think if I was going to sea that I could urge upon those who are outside the Union to join, and by getting them in the dog watch and speaking to them quietly, it would do a great amount of good, because there are many who do not like their weakness shown up before their shipmates. I think the great weakness of this Union is that some of those men who have good jobs are afraid to let it be known that they are Union men just because they might lose those jobs. They have not the courage of their own convictions. They are half-hearted in the matter. They are afraid themselves, and by expressing it they make others weak-kneed. Consequently, the Union, which has done nothing but good up to now, may be left in a weak condition. And now, my brothers, in conclusion let me urge upon you to stand loyally by your Union, that we may hold those benefits we have got, and be prepared to ask for more when the time comes. (Applause.)

THE SEAMEN'S UNION AND THE TUGMEN.

At Bow-street Police Court on July 10 the summons at the instance of Richard Spearman Hunter, of the National Amalgamated Seamen and Firemen's Union, against George Donaldson, general secretary of the Tugmen's Union, came on, in before Mr. Vaughan. The prosecutor alleged that the defendant was secretary of the Tugboat Branch of the Seamen and Firemen's Union, and that he was unlawfully withholding the sum of £149 1s. 6d., the portion of his members' contributions he ought to have forwarded to the head office in Buckingham-street, Strand. The defendant denied that his Union was a Branch of the Seamen's Union, and held that he was not in the service of the latter. Mr. Corrie Grant (instructed by Mr. T. W. Brown) appeared for the prosecutor, and Mr. W. M. Thompson (instructed by Mr. J. Mozley Stark) for the defendant.

Mr. Vaughan said that as he regarded the case as one of considerable importance to Trade Unions generally, he had, since the adjournment the previous Tuesday, carefully considered the sections of the Act relating to the points which had been raised, or were intended to be raised. He thought there had been a misconception on the part of the prosecution. The proceedings had been taken under section 12 of the Act of 1871, which dealt with unlawfully withholding the moneys of a Trades Union. It seemed to him that the proceedings ought to have been taken under Section 11, 34 and 35 Vict., which required the "treasurer, or any other officer of a Trades Union, to render a just and true account of all moneys in his possession to the trustees when requested, failing which he may be sued in a court of law." It seemed to him that this was the course which ought to have been adopted

In this case. Mr. Vaughan continued: The trustees should sue Mr. Donaldson, as secretary of the branch, for the moneys which appear to be in his hands, and the moneys they say are due. Section 12, under which these proceedings were taken, refers to a case of misdemeanour, and not to a case of this sort. That section applies to a case where there is no doubt at all fraud has been meant. That being my view of the case, I have now to look at the position Mr. Donaldson is placed in. I think the prosecutor has taken an incorrect view of his position. The Seamen's Union, I understand, cannot produce the certificate necessary by the registrar that two-thirds of the members of the original Society of Engmen desired and were agreeable to the suggested amalgamation. The Act requires certain things to be done by the secretary of each of the Union wishing to amalgamate, and there is proof here that all the provisions of the Act have not been complied with. Here it was requisite that two-thirds of the members of the Tugmen's Society should have sought and were agreeable to the amalgamation. This is not proved. It is too late to rectify that now; and I think that, so far as the 12th section goes, Mr. Donaldson is entirely precluded. It appears to me, as I have said, that these proceedings are misconceived. I do not think there is any defence to be set up by Mr. Donaldson in respect to the contention that two-thirds of his members gave their consent to the amalgamation.

Mr. Thompson: It is clear no notice was given to the Registrar of Friendly Societies for registration. It is not registered.

Mr. Vaughan: Do you mean to say the Seamen's Union is not registered?

Mr. Thompson: No. The Seamen's Union is registered, but not this amalgamation. Section 13 of the amended Act, 39 and 40 Vict., has not been complied with. That section provides that notice in writing of an amalgamation, or change of name of a Trade Union, should be sent, accompanied by a statutory declaration, to the registrar. That has not been done.

Mr. Vaughan: If that is the case this Branch was never incorporated.

Mr. Thompson: It never was.

Mr. Vaughan: That being so, that's an end to it.

Mr. Grant: My learned friend starts with a wrong presumption. If Donaldson had given an explanation these proceedings would not have been taken. We have returns showing a large balance of money in his hands, in regard to which we have been unable to get any information from Donaldson, and no payment was made to the treasurer except the sum of £76. We sue for over £140. We have repeatedly written to him for the money he had in his hands. He made no answer, and never raised the question as to his Union not being a branch of the Seamen and Firemen's Union till he came here.

Mr. Vaughan: The whole thing appears to have gone on under a misapprehension. There is no certificate of it, and therefore no amalgamation. [To Mr. Grant]: Can you not come to terms with Donaldson and his members? I hold that the proceedings, as they have been taken in this Court, were not warranted.

Mr. Grant: You see, when we came here we came under a misapprehension, which was created by Donaldson. We shall accept your decision now, and proceed under Section 11.

The summons was then dismissed.

SHIPS SPOKEN.

Activ, barque, bound east, July 5, 47 N, 30 W.
Ardanacope, of Glasgow, Barry Dock to Cape Town, July 4, 37 N, 17 W.
Annie Stafford, of St. John, N.B., Pascagoula to Guayaquil, all well, June 25, lat 33, long 73.
Altona, s, June 19, 29 N, 18 W.
Ares, Liverpool to Valparaiso, July 8, 45 N, 11 W.
Beethoven, s, July 7, 51 N, 31 W.
Bechville, s, bound south, July 11, off Finisterre.
Brynghuda, ship, of Glasgow, steering ESE, June 13 57 S, 74 W.
Brigida, barque, bound east, July 4, 49 N, 42 W.
Beethoven, ship, of Windsor (N.S.), becalmed, July 11, 50 N, 9 W.
Bohemia, s, Hamburg to New York, steering "east," July 11, 5 N, 8 W.
Benvenue, ship, steering south-west and south, May 20, 11 N, 90 E.
Clairmont, June 8, 2 N, 30 W.
Chili, Liverpool to Iquique, June 27, 35 N, 12 W.
Cao Gran, Rangoon to Rio Janeiro, June 18.
Cnova, barque, bound WNW, July 9, 50 N, 13 W.
Candida, ship, from San Francisco, steering north, June 1, 14 S, 31 W.
Cumberland, barque, steering south, all well, June 3, 10 S, 30 W.

Carnarvonshire, Liverpool to San Francisco, July 8, 45 N, 11 W.
Comet, of Montrose, July 10, 48 N, 7 W.
"Douglas Town," s, bound east, July 8, 37 N, 1 E.
Drumpark, ship, beating to windward, July 12, 46 N, 6 W.
Deva, barque, of Liverpool, from London, June 6, 5 N, 23 W.
Elba, schooner, of Plymouth, steering south, July 7.
"Edenhurst," s, steering south, July 1, 32 N, 29 E.
Exeter City, s, New York to Bristol, June 28, 174 miles east of Sandy Hook.
Earl Granville, steering south, June 30.
Elderslie, s, June 29, 15 N, 18 W.
Eudora, English barque, steering south, June 18, off Fernan o Noronha.
Eliza Lines, Cardiff to Santos, July 9, 48 N, 9 W.
Fingal, May 20, 37 S, 32 W.
Firth of Cromarty, Glasgow to Sydney, July 2, 27 N, 21 W.
Godiva, British ship, bound south, 29 N, 39 W.
Glencorse, ship, steering NE, all well, July 9, 48 N, 19 W.
Holyrood, British ship, bound east, July 4, 40 N, 70 W.
Hera, Calcutta to London, May 19, 11 N, 88 E.
Hoghton Tower, ship, steering SSW, July 6, 50 N, 12 W.
Holsatia, s, steering west, July 8, near the Haaks Light-vessel.
Jessie Readman, June 6, 1 S, 29 W.
John Gill, barque, steering west, July 1, 42 N, 31 W.
John Gambles, English barque, June 23, 15 N, 26 W.
Jersey City, s, Swansea to New York, July 7, 51 23 W.
Kathleen, s, bound SE, July 9, 36 N, 6 W.
Kate Crosby, British barque, Leith to Miramichi, June 28, 43 N, 50 W.
Llewellyn, barque, of Swansea, steering north, all well, June 30, 6 N, 26 W.
Mermaid, lifeboat, East Boston to Falmouth, June 28, 63 miles SE from Highland Light.
Nubian, s, Southampton to Cape Town, June 29, 15 N, 18 W.
Neptunus, all well, 48 N, 67 W.
Orkney, barque, all well, July 4, 45 N, 35 W.
Oneota, of Liverpool, bound west, July 4, 44 N, 46 W.
Orange Grove, Table Bay to Natal, June 17, off Cape Recife.
Oakworth, Liverpool to San Francisco, July 2, 27 N, 21 W.
Pendragon, of Liverpool, all well, May 27, 6 N, 25 W.
Patriarch, ship, steering SSE, all well, May 27 24 S, 33 W.
Panmure, of Dundee, steering south, all well, June 29, 9 N, 29 W.
Patrician, ship, Antwerp to New York, June 25, lat. 46, long 37.
Primrose, schooner, of Southampton, steering east, July 9, 43 N, 20 W.
Port Pirie, s, of London, all well, July 11, 44 N, 9 W, by H.M.S. Rambler at Plymouth.
Recovery, British barque, New York to London, June 23, lat. 41, long 47.
Robuste, s, June 18, 30 N, 18 W.
Spartan, s, for Cape Town.
Susanne, steering west, June 28, 44 N, 40 W.
Saale, s, Southampton to New York, July 8, 50 N, 21 W.
Sea Serpent, Massachusetts to Landsend, steering SE, June 29, 40 N, 63 W.
Star of Italy, May 23, 23 S, 37 W.
Star of Germany, ship, steering NE, all well, July 9, 48 N, 19 W.
Sinobad, Swansea to Buenos Ayres, July 4, 31 N, 17 W.
Taranaki, London to Dundee, July 7, 42 N, 13 W.
Talus, English ship, steering south, June 8, 2 S, 30 W.
Tartar, s, Southampton to Cape Town, July 12, 49 N, 4 W, by the Moor, s, at Southampton.
Westernland, s, steering west, July 7, 49 N, 25 W.
Western Belle, June 12, 7 N, 28 W.
Yorktown, American ship, July 5, 41 N, 48 W.

FOR SAVING LIFE.—The Albert Medal of the Second-class has been conferred on James Wood Smith of Macduff, Scotland, master of the d-hi g-boat *Lady Matheson*, which stranded about midnight on March 1, 1891, in a north-west gale and a howling storm among rocks, in a dangerous part of the coast at Scarferry, Scotland, when, after swimming ashore and finding that the rest of the crew, two in number, could not follow him, twice swam out to the boat and rescued them. As the result of his exertions on the occasion, Smith has since been under medical treatment and unable to pursue his calling.

SEAFARING MEN SHOULD JOIN WITHOUT DELAY,

AT REDUCED ENTRANCE FEE, THE SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations.
Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:
SAMUEL PLIMSOLL, Esq.

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- AARHUS.**—A. Nielsen, Agent. Office, 21, Nørregade.
ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
AMBLE.—G. H. Guthrie, 1, New Bridge-street, via Ackington.
AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.
ARBROATH.—J. Wood, 17, Ferry-street, Montrose.
ARBOSSAN.—J. McMurray, Jun., 59, Glasgow-street.
ARKLOW.—P. Bolger, Main-street.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadogton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
BELFAST.—P. Clibbett, 41, Queen-square.
BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.
BLYTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
BO'NESS.—John O. Neil, Albert-buildings. Office hours, 9 a.m. to 5 p.m.
BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
BREMENHAVEN.—F. Fintchens, Buergermeister, Sinit Strasse, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.
BURNTISLAND.—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
CARDIFF.—John Gardner, district secretary for Bristol Channel, Pelican Club, Custom House-street; Alfred Chubb, Sailors' Union Institute, West Bute-street, Branch secretary; F. Wilson, assistant secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
COPENHAGEN.—Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.
CORK.—T. Clark, 6, Patrick-street.
CHRISTIANIA (Norway).—Branch office, 2, Raahusgaden; O. S. Nielsen, secretary. Meeting, Wednesday evening at 8 p.m.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
DROGHEDA.—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, 15, Peter-st. (N.U.D.L. Hall). Meeting, Friday, 7.30 p.m.
DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
DUMBARTON.—J. McNee, Kirk-street, agent.
DUNDALK.—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.
DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
DUNBARVAY.—P. Power, 5, St. Mary-street,

- FLEETWOOD.**—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.
GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Monday, 7.30, at 102, Maxwell-street. Telephone 3184. Committee meeting Friday evening, in office.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowllalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Wednesday evening at 8, in Bergsgatan 24.
GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GRAYS.—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowllalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Swanbrow, 69, South Quay. Meeting at office every Monday evening, at 7.30.
GREENOCK.—G. McNaught, 16, East India Breast.
HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
HARWICH.—J. Ayton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
HULL.—T. Carr, Unity Hall, and Office, 11, Posterngate, sec. pro tem; A. Clark and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowllalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. St. am Trawl Engineers' Section, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.
KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.
LEITH.—James Brown, Seamen's Union Office, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings held every Thursday, at 7.30 p.m., in the Labour Hall, 77, Shore, Leith. Telephone 555.
LIMERICK.—F. Reynolds, agent, 24, Windmill-st.
LIVERPOOL (Branch No. 1).—H. R. Taunton, 8, Price-street secretary; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, at 8, Price-st. Telephone 2296.
LIVERPOOL.—(Branch No. 2).—T. Connolly, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Telephone 2674.
LIVERPOOL (Branch No. 4).—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
LIVERPOOL (Tug and Ferryboat Branch).—Meeting at 8, P. Price-street, Wednesday evening, 6.30. Delegate, J. Roscoe.
LONDON (Central Office).—J. H. Wilson, general secretary; W. M. Maxwell, assistant; 19, Buckingham-street, Strand. Telephone 2908.
LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tower Hill).—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11,167.
LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Tuesday evening, 8 p.m., School-room, Plimsoll-street, Poplar. Telephone No. 5213.

- LONDON (Tug-Boat Branch).**—G. Donaldson, 10 Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
LONDON DERRY.—A. O'Hea, secretary, Union Office, 99, Fovle-street. Meeting, Wednesday evening, 7.30.
MALMO.—Axel Danielson, Nörregation No. 3b.
MARYPORT.—F. F. Gant, 75, King-street, secretary. Meeting Monday, 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NEWCASTLE-ON-TYNE.—T. Dunn, 5, Broad Chare Quay-side; H. W. Newton, Esq., 2, Eliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Traders-men's Hall, Hill-street.
NEWRY.—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.
PETERHEAD.—A. J. Guthrie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 51, Broad-st., first Tuesday in month at 7.
PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.
ROTTERDAM (Holland).—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.
RUNCORN.—Kettle.
SCANDINAVIAN DEPARTMENT.—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.
SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-st., sec; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chiver, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TREES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
STORNOWAY.—J. Maca-kill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.
SUNDERLAND.—W. Lonsdale, sec., Prospect-row near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street Palmer's Buildings.
WATERFORD.—J. Sullivan, 82, Quay.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WICKLOW.—Thomas Gregory, Main-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—J. Wildgoose, Harbour-street, secretary; J. Tookey, Faversham, agent.
WHITEHAVEN. } F. F. Gant, Maryport.
WORKINGTON. }
YOUGHAL.—J. Collins, Braun-street.

ROYAL NAVAL EXHIBITION, CHELSEA, S.W.

PATRON.—HER MAJESTY THE QUEEN.

Open from 11 a.m. till 11 p.m.

ROYAL NAVAL EXHIBITION.—Close to Grosvenor-road Station on the L. B. & S. C. and L. C. & D. lines. Within a few minutes of Sloane Square Station, from which omnibuses run direct.

Special Road-Car Service from the doors every 6 minutes to and from Liverpool Street via Victoria Station, Westminster, Charing Cross, Strand, Ludgate Hill, Bank, Broad Street. Fares to or from Naval Exhibition and Victoria Station 1d. Naval Exhibition and Chancery Lane 2d. Naval Exhibition and Liverpool Street 3d.

Unrivalled Attractions, and the following are some of the principal features:—

Arctic Relics, Art Gallery containing one of the finest collections ever got together—Historical Collections of Models of Ships of War and Mercantile Marine—Full-size Models of H.M.S. Victory and Eddystone Lighthouse, on which will be burning the most powerful light in the world—Monster Ordnance (guns of 57-tons and 110-tons)—Machine Gun Firing—Torpedoes—Exhibition of Diving, &c.,—Lake, 250 ft. long by 150 ft. wide, on which Mimic Combats between Models of two modern Battle Ships will take place, and illustrations of Submarine Mining, &c., will be given—Nautical displays in the arena—Performances by the Sons of Neptune Opera Company—Aquatic Fireworks—Balloon Ascents—Monster Iceberg, containing realistic Arctic Scenery, and Panorama of Trafalgar—Grounds Magnificently illuminated (thousands of coloured lights) Decorative Lighting by James Pain & Sons.

Hon. Sec. Capt. A. Jephson, R.N.

MASTERS & Co. THE CARDIFF, SWANSEA, AND NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

MASTERS & CO.,
29 & 30, ST. MARY STREET,
292, BUTE STREET, CARDIFF.

MASTERS & CO.,
18 & 19, CASTLE STREET, SWANSEA.

MASTERS & CO.,
39 & 40, HIGH STREET, NEWPORT.

THE BEST HOUSE FOR
SAILORS' & FIREMEN'S BOOTS & SHOES

S. VINICOMBE'S,
11 & 23, VICTORIA DOCK RD., E.
ESTABLISHED 1867.

BANNERS,

SEAMLESS, FOR ALL
SOCIETIES, UNIONS, SCHOOLS, &c.
ANY SUBJECT ARTISTICALLY PAINTED.

ALSO
BAGGIES, COLLARS, APRONS, BAND CAPS, COM-
MITTEE BADGES, GOLD STARS, TASSELS,
MILITARY, NAVAL, VOLUNTEER, THEATRICAL
REQUISITES, and CLUB DEVICES.

Order Direct from the Manufacturers,
TOYE & CO.,
18, LITTLE BRITAIN, LONDON.

WANTED, INFORMATION of a (slightly coloured) Sailor known by the name of ALBERT FRANCIS MINTOSH. Sailed out of Liverpool chiefly, also London; formerly stopped at 62, Sparling-street, Liverpool. Age now about 56; born in Georgia, U.S.A.—Information to be sent to James Talbot Power, D.L., Leopardstown Park, Co. Dublin, when reward will be sent.

SAILORS' AND FIREMEN'S UNION NOTICES.

National Amalgamated
SAILORS' & FIREMEN'S UNION
Of Great Britain and Ireland.

Seamen should protect their interests by joining the above powerful Organisation without delay. Compare your miserable starving wages of two years ago with your wages of to-day, and ask yourself what has the National Sailors' and Firemen's Union done for you. Has this Union not championed your cause, fought and won for you 25 to 50 per cent. advance in your wages, better accommodation and provisions? Can you accept these improved conditions of life without contributing to the Society that have obtained all this for you? The shipowners have already attempted to reduce the seamen's wages, and it will only be by upholding the Sailors' and Firemen's Union that you will maintain your present wages.

Seamen should not pay any heed to those men who are going about in the pay of the shipowners, circulating false reports about this Union, its General Secretary, Mr. J. H. Wilson, and President, Mr. Samuel Plimsoll, the seamen's friend, but apply to the Union Offices, where you will obtain all information as to benefits, &c.

The entrance fee has been reduced for one month.

A. MERCER,
Green's Home Branch,
5, Jeremiah-st., Poplar.

BIRKENHEAD BRANCH.

On and after Monday, July 27, 1891, the general meetings of the above Branch will be held every Monday at 7.30 p.m., instead of Wednesday, as at present, and members are requested to be as punctual in attendance as possible. Members absenting themselves without sufficient reason will be fined the sum of 6d., such fines being strictly enforced.—DAVID J. KENNY, Secretary.

LIVERPOOL BRANCH (No. 1).

The above Branch is now in Telephonic connection with the Exchange, the number being 2296.

TOWER HILL BRANCH.

The members of this Branch are earnestly requested to attend the meetings of their Branch meeting nights, as addresses will be delivered by influential members. Also, to be more punctual in reporting themselves in the office if they fall into arrears through illness or no fault of their own, as the rules of the Union will be strictly enforced.

CAUTION TO SEAMEN

UNDER ARTICLES OF AGREEMENT TO TAKE STEAMERS TO COAL LOADING PORTS.

Many crews are now signed to take vessels to coal loading ports instead of the final port of discharge in the United Kingdom. Crews of vessels arriving in the London Docks who have signed to take their ships to a coal loading port are boarded by unprincipled men, who encourage the crews into the belief that they can obtain their discharge in London; they are persuaded to leave the ship, and have drink, and while the crew are kept ashore another set of men board the ship, and offer their services to the officers and engineers as substitutes for the crew. Seamen often lose their ships through these designing men, who would stoop to anything so that they might obtain the run round with the ship to the coal loading port, and seamen find, to their cost, when they receive their accounts of wages, that unreasonable sums have been paid for substitutes, while they have been fooled ashore. Seamen are therefore advised to remain at work while under articles during their ship's stay in London, and save these heavy reductions for substitutes from their hard-earned wages.—A. MERCER, Secretary, Green's Home Branch, 5, Jeremiah-street, Poplar, E.

BLYTH BRANCH.

LETTERS FOR SEAMEN.

Letters lying at Blyth Branch office addressed to the following members:—Thos. Ashford (?); Peter Farrar (?); James Jameson (?); Robert Williams; Pet. V. de Sande; John Anderson; John Lillie; Henry Saleimu (registered).—JAS. HEATLEY, Secretary, July 15, 1891.

DUNDEE BRANCH.

Winning numbers of Prize Drawing:—

4102	1001	303	1046	1693	3926
4318	1141	4217	1690	3903	4339
1384	4403	4153	1284	3815	305
3872	4354	4003	1055	3902	3456
4072	1599	980	3272	4843	4827
3338	3664	4569	4561	5154	4947
4882	3445	140	3694	4963	3659
1318	4942	5049	985	4371	2438
4262	3906	4425	4945		

C. W. MILLAR, Secretary.

DUBLIN BRANCH.

Sam Wallace, Nos. 1064 and 602, A.B., of this Branch, and William Wallace, Fireman, his son, Nos. 1089 and 625, also of this Branch, have been expelled from the Dublin Branch and from the Union.—Signed on behalf of the Committee, MICHAEL BOLGER, Secretary.

Seafaring.

SATURDAY, JULY 18, 1891.

THE GOVERNMENT AND THE CATTLE TRADE.

"The fact is, gentlemen, with all respect to my friend Mr. Charles Wilson, and other friends among the shipowners, if this question comes to be seriously argued and thrashed out in public, the shipowners have not a leg to stand upon," in crying out against regulating the Atlantic Cattle Trade. So said Mr. Chaplin, President of the Board of Agriculture, the other day to the deputation of members of Parliament and representatives of the seamen elected by the seafaring men of England, Ireland, Scotland and Wales. Should anyone require proof of this assertion of Mr. Chaplin's it is only necessary to read the account of that deputation, which we print this week. Mr. Chaplin clearly proved what Mr. Plimsoll and we have always contended, that to give effect to the recommendation of the committee which recently reported on this subject, would be to lower the price of meat to the consumer, instead of raising it. As the general secretary of the Seamen's Union said, this is no party question. Himself a Radical candidate for Parliament, he was advocating a measure introduced by one of the most Tory members of a Tory Government. And why? Simply because it means life or death to seamen; and when a question becomes one of life or death, it is time to forget party differences. Which Tory, unjustly condemned to death, would refuse his release from a Government because it happened to be Liberal? Which Liberal would refuse justice from a Tory Government? None, save a lunatic or a fanatic who set party above justice. But because a Tory Government attempts to give seamen engaged in a particular trade some approach to a chance for their lives, the shipowners call upon the working men to denounce the proposal, as it happens to be a Tory Government that makes it. A few Radical politicians are foolish enough to respond to the appeal to party prejudice thus made, and denounce a measure of incalculable benefit not merely to seamen, but to all classes to whom it is important that food shall be cheap. Mr. J. H. Wilson, the general secretary of the Seamen's Union, Radical candidate as he is for Parliament, set a good example to other Radicals in rising above party prejudice

and declaring for the measure. So, too, did Mr. Cuninghame Graham, one of the few men who have escaped the poisonous contagion of politics, and retains both his honesty and his pluck. It is the fashion among people who were wont to flatter Mr. Jesse Collings to gird at him now whatever he does. Nevertheless, Mr. Jesse Collings made a most true observation when he stated that there was scarcely a parish—he might have said person—in the United Kingdom not deeply interested in the question, inasmuch as there was hardly a family which had not some friend or relative on the sea, and therefore it was not only a seafaring question, but a rural one. While this is true, it is also true that it is eminently a town question as well, since it involves the food supply. Considering its importance, it is deplorable that the Bill, which only some shipowners opposed, should have to be dropped for this Session. Had the Committee reported earlier, and the country been properly roused on the subject, public opinion would have been so strongly in favour of the Bill that the Government would not have ventured to drop it. As matters stand, the Bill is not to be passed, but instead of the Bill we are to have regulations which existing legislation enables Mr. Chaplin to make. It is stated that at the second interview which the shipowners had with Mr. Chaplin, on Tuesday from which meeting reporters were discreetly excluded, "the only regulation to which serious objection was taken, was that providing for a minimum space of three feet between the rows of cattle. It was submitted that if this were insisted upon, a considerable number of vessels would be driven out of the cattle trade altogether. Mr. Chaplin promised to give the matter his careful consideration, and it is expected that the regulation in question will be modified to some extent, probably in the direction of distinguishing between existing and new vessels. It is intended that the regulations shall come into force before the end of the Session." Let us hope that they will be beneficial to the crews as well as to the cattle, for if they do not put a stop to the shameful waste of human lives in this trade the outcry for legislation next Session will be such that the Government will have to deal effectually with the matter, whatever shipowners may say. So far from the agitation diminishing it is extending. Only last Tuesday night, in the House of Commons, Mr. Parker Smith, M.P. for one of the Glasgow divisions, had a good deal to say about the present unsatisfactory state of the cattle trade between Ireland and Scotland, and the abominable cruelties connected with it, which, nearly three years ago, we called attention to. Mr. Chaplin was obliged to confess that most of this gentleman's statements had been found to be correct, and the rest not proved simply because he had accepted the shipowners' version of the matter for gospel. This is what certain Ministers call inquiring into a matter—asking the accused persons whether they are guilty or not, to which they, of course, reply that they are not. This question of the cattle trade between Ireland and Scotland is not, we consider, so important as the Atlantic cattle trade, because it is in the latter, not the former, that so many men are lost. But there is one useful thing to be learnt from the Irish cattle trade, namely, that short as the passage is across the channel, the cattle lose so much in weight that when the total loss of meat so occasioned in one

year comes to be added up, it amounts to a very important reduction of the food supply of the country, which loss naturally makes meat dearer than it would otherwise be.

NAUTICAL NEWS.

THE *Victoria Regina*, at Dundee from Calcutta, made the long passage of 147 days.

Mr. BIGGER, Londonderry, is building a 4,000 ton four-masted barque for Messrs. Lowden & Co., Liverpool.

The British barque *Nellie Troop*, which sailed from Philadelphia December 1, for Hiozo, Japan, and which was given up for lost, has arrived at her destination.

AN old contributor to SEAFARING, Captain William Tosh, Leith, has prepared a series of fog signals, to be made by the steam whistles, to enable vessels to communicate with each other.

THE son of the engineer of the Sunderland steamer *Podorosa* had his head badly injured by the swinging of the stay sail block, and the vessel putting into Dover Roads, July 7, he was landed.

THE captains of the London steamers *Lord of the Isles* and *Clacton Belle* have been prosecuted by the Thames Conservancy, for racing off Northfleet at Rochester, and the county magistrates fined them £5 each and costs.

THE Glasgow ship *Fiery Cross*, 1,399 tons, at Queenstown from Melbourne, made the passage in the rapid time of 96 days, which eclipses all the British clippers from Melbourne to the United Kingdom within the past twelve months.

THE Colonial Secretary of the Natal Government has stated that spontaneous combustion of Natal coal has occurred at sea in four or five instances. The Government is making inquiries to reduce risks, which were common with English coal.

IT is stated that the sum of £500 has been included in the Estimates for 1891-92, for the purpose of enabling the Trinity House to make plans and surveys, with a view to commence the proposed lighthouse on the Yorkshire coast near Withernsea.

THE owners of the oil tank-steamer *Chester*, which towed the *Servia* back to New York, think that 75,000 dollars is a fair amount to pay for salvage. On the other hand, the Cunard Company say that 15,000 dollars is a fair sum to pay for the services that the *Chester* rendered.

IN order to distinguish the Weser pilot boats from the Elbe pilot boats it is now ordered that the flares which have to be shown every 15 minutes, according to the order of Jan. 7, are to be as follows:—On all Weser pilot boats a flare each time in one continuous duration, and on all Elbe pilot vessels three flares each time in quick succession.

AT Liverpool, Captain Brown, master of the ship *Alecinus*, lying in the Wapping Basin, was charged with having a light in his cabin, also with obstructing the police. A constable stated that he saw a light through a porthole. He went on board to see what sort of a light it was, but the defendant refused him admittance to the cabin, and ordered him off the ship. Fined £10 and costs.

A BOARD OF TRADE inquiry was held at Newcastle, July 13, into the loss of the *Cid*, s. in the English Channel, on June 23 last. The Court found the casualty due to unskillful navigation and to a bad look-out. They suspended the master's certificate for twelve months and the chief mate's for three months. They agreed to recommend that each be granted a first mate's certificate during the period of suspension, the chief mate in this case having previously held a master's certificate.

IN the House of Commons Sir M. Hicks-Beach, in moving the second reading of the Fisheries Bill, said it was intended to provide for the carrying out of the Declaration between Belgium and this country by which the fishermen of both nations would be able to obtain damages for injuries inflicted to the boats of either country in the North Sea. It had hitherto been a great grievance that English fishermen could not obtain damages in the Belgian Courts for what was done in the North Sea. The Bill was read a second time, July 9.

IN the House of Commons the other evening Lord G. Hamilton, in answer to Mr. Goudry, said that a limited number of men of the first and second classes of the Royal Naval Reserve had been allowed to embark on certain ships in addition to the ordinary complement. It was originally proposed to limit the number to 300, but no definite proportion was fixed for either class. The number that had actually joined was 217 in the first and 252 in the second class, or a total of 469. The result showed that there were sufficient inducements offered to men to volunteer.

WE are glad to hear that Mr. Jesse Collings proposes to supplement the recent return of Her Majesty's vessels lost at sea during the last seventy-five years otherwise than in action. He has, we hear, induced the Government to get a return giving the names and tonnage of British ships reported as missing from the 30th June, 1890, to the 30th June in the present year.

THE heroism of Captain George von Hugo and the officers of the German steamship *Sophie*, in rescuing at the peril of their lives the crew of the British barque *Evile*, in a storm in mid-ocean on June 11, has received substantial recognition at the Maritime Exchange, New York, on the 26th ult. A subscription was set on foot, and 1,157 dollars raised. Of this sum 249 dollars was handed to the captain, the first and second officers, the boatswain, carpenter, and cook receiving the balance.

AT the meeting of the National Lifeboat Institution, July 9, the silver medal was awarded to Mr. Benjamin Stout, coxswain of the Longhope lifeboat, in recognition of his services on the occasion of the rescue of the *Victoria* (s.), of Sunderland, on March 3 last. Rewards were granted to the crews of lifeboats of the Institution for services rendered during the past month and to the crews of shore-boats and others for saving life from shipwreck on our coasts.

SUFFERINGS AT SEA.—The American barque *Snow Queen*, in the Tyne from Halifax, brings two Newfoundland fishermen named Osen and Brown, who had been rescued from an open boat while off the banks of Newfoundland, after suffering fearful privations. The men put off in a boat from their schooner to look after their nets when they were overtaken by a fog, got astray, and drifted about for five days without food till they were rescued by the *Snow Queen*.

SHIPBUILDING AT HAULBOWLINE.—Replying to Dr. Tanner in the House of Commons, Lord G. Hamilton said: I recently received a communication from the Cork Chamber of Commerce and Shipping on the subject of a shipbuilding establishment at Haulbowline, and, in reply, I stated that I could not undertake to add to the number of our present shipbuilding establishments, of which we had a sufficient number, and also that Haulbowline was not naturally adapted for the purpose, there being no local supply of skilled labour nor of the material necessary for iron shipbuilding.

AN ADMIRAL AT CAPE TOWN.—In the House of Commons, Sir J. C. R. Colomb asked the First Lord of the Admiralty whether the authority and control of the Admiral commanding Her Majesty's ships was as full and complete over the ports of Cape Town or Simon's Bay as that of admirals commanding Her Majesty's ships over the ports of Portsmouth, Plymouth, and other naval ports of the United Kingdom; and, if not, what was the nature and cause of any difference which now existed. Lord G. Hamilton in reply said: The Admiral has no legal authority over the ports either at Cape Town or Simon's Bay in time of peace. Such authority at Cape Town has not been considered necessary, as it is a purely mercantile port, and at Simon's Bay Her Majesty's ships are accorded only prior rights of anchorage in the bay generally. No rights were specially reserved to the Admiralty when the colony was granted self-government, and therefore any exclusive authority over the anchorage in time of peace must be conferred by the Colonial Government.

WAGES CLAIM.—At the North Shields Police Court, on July 11, Edward Howe, a fireman, sued Messrs. Edwards & Co., shipbuilders, etc., for 36s. good conduct money, alleged to have been earned while serving as fireman on board the defendant's yacht *Solyist*. Mr. Jacks appeared on behalf of the plaintiff, and Mr. R. F. Kidd defended. Mr. Jacks explained that the plaintiff was engaged by Messrs. Edwards as fireman to serve on board the yacht *Solyist*. He was to receive 27s. a week, and 3s. a week good conduct money, provided he fulfilled the contract. The yacht was away 12 weeks, and when the vessel was at Madeira he suffered from neuralgia. When the yacht arrived in the Tyne on June 29 he saw a doctor, who gave him a certificate. He showed this to Mr. Edwards, and told him he was willing to continue in his service, but that he was not to complain if he was sick during the voyage. Mr. Edwards informed him that if he was unable to do the work he would have to get someone else, and discharged him, refusing to pay him his good conduct money, although he had discharged his duties without complaint during the whole of the voyage. Mr. Kidd contended that the plaintiff had been discharged at his own request, and therefore forfeited the money. The Bench shared in the opinion expressed by Mr. Kidd, and dismissed the action.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

At the usual weekly meeting of the Green's Home Branch, held at the Schoolroom, Plimsoll-street, on Tuesday evening, 14th inst., Mr. J. Hickey in the chair, correspondence was read from Mr. J. List, as to allowing the greasers at work to sign on board the *Harvard Castle*, as they were pushed for time to get the ship ready for sea. The request was granted. It was decided to assist the ballast heavers in their appeal case against the decision of the magistrate at the Thames Police Court; also that the Branch committee be instructed to draw up amendments to the rules for the consideration of the annual general meeting. It was decided that all members present attend the benefit for the widows and orphans of the crew of the s.s. *Marana*, which was lost in the English Channel, which the Tidal Basin Branch had so energetically taken in hand. It was also decided that the auditors wait upon the Branch trustees with bank books and balance-sheet, and give them all information regarding the financial position of the Branch.

At the usual weekly meeting of the Tower Hill Branch, held in the Club Room at Tower Hill, on Thursday, July 9, Mr. Marsden, V.P., in the chair, there were also present Messrs. J. H. Wilson (general secretary), McQuillan, Garvie, and Gammon (members of the Executive Committee), and a good attendance of members. The secretary reported four new members enrolled for the week. It was proposed by Bro. Vase, and seconded by Bro. Dickens, that they be accepted as members; carried. The minutes of last meeting were adopted without discussion. Correspondence was next read from Mr. S. Montague, M.P., Mr. Plimsoll, and Mr. J. H. Wilson, and after a lengthy explanation of the Contagious Diseases (Animals) Bill by Mr. Wilson, the correspondence was adopted. It was then resolved that the auditor's report for the last six months be adjourned to next meeting. Mr. Wilson then delivered a lengthy address on the benefits of the Union, and other matters. Several other members of the Executive delivered short speeches, and after a hearty vote of thanks to the chairman and Mr. Wilson, and the Executive, the meeting adjourned.

Tidal Basin Branch held its usual weekly meeting July 10, the president, Bro. A. McAllister, in the chair. A member of the Colonial Union asked to be admitted into the meeting, and on being put to the vote it was unanimously resolved to admit him. The minutes being accepted and the new members enrolled, the discussion came on with reference to which delegate should take charge of the new office at Woolwich. It was resolved that the two delegates, sailor and fireman, take a week there alternately. The correspondence was next read, including letters from Major Banes, M.P., with reference to the Contagious Diseases (Animals) Bill, also from the Greenwich Hospital with reference to a member of our Branch who had lately died there. There was a circular read from the Trade Union Congress. The correspondence was accepted as correct, and the meeting closed.

MERSEY DISTRICT.

The weekly meeting of the Liverpool No. 1 Branch, July 13, Mr. J. Rogers in the chair, was not well attended. Minutes and correspondence having been dealt with, the balance-sheet for the week ending 11th inst. was read and showed a steady advance of income, the receipts reaching the respectable total of £48 odd. The balance-sheet for the quarter ending June 27, duly audited and certified as correct by a chartered accountant of this city, was then read to the meeting and received with applause, the figures running a long way into the second thousand, how much over £1,000 I will not say, as we keep this kind of information for members only, and not for the bogus Unions or the Shipping Federation. After all expenses are paid we have a substantial balance in the bank, which I have no doubt is four times as much as these two philanthropic institutions have ever, or are ever likely to realise by the sale of soup tickets or bogus cards. We collected over £0 for other Branches, and are still increasing in the way of income. The secretary was authorised to pay the audit fees, on the motion of Mr. Candler seconded by Mr. McCoy. It was resolved that handbills be printed regarding the increase of the entrance fee; also a reprint of the "read and consider bills." Mr. Rogers read a paper on "The Shipping Federation: It objects

real and assumed," which was well received. It was decided to let the election of a representative to the annual Trades Congress stand over till next meeting. In view of the circular from head office for new rules, a committee for revising the rules was appointed, consisting of Messrs. Bail, Alfred, Myers, Candler, Warner, Richards, McCoy, and W. Nicholson, to meet on the 16th inst., and then from day to day until the work is finished. It was resolved that the secretary forward quarter's dues to head office without delay, and establish a collecting Branch in Mill-street, in place of that worked by Mr. Lewis, who has been promoted to Hull by his employers. It was further resolved that the quarter's commission be paid to the agent of the Garston Collecting Branch. Mr. A. J. Candler gave a précis of the work done at the late E.C. meeting, and it was very refreshing to observe the alacrity with which he turned up at the meeting, the 4s. fine having had a salutary effect on this gay young truant. A good many members, I am sorry to say, will have to pay the fine this week as they have not turned up yet. A vote of thanks to Mr. A. J. Candler and to the chairman terminated the proceedings.

At the weekly meeting of the Birkenhead Branch, July 8, Mr. J. Ward presiding, there being a fair attendance, the minutes, correspondence and financial statements being approved, the balance-sheet for quarter ending June 27, 1891, was submitted, and after due consideration was unanimously passed, on the motion of J. Candler, seconded by B. Harris. The report of the reception committee was next submitted, and after various questions had been put and suitably answered, was accepted, when it was decided that we pay our proportionate share of the expenses in connection with the visit of Mr. J. H. Wilson to the Mersey district. Some discussion took place relative to the proposed alteration of meeting night, it being considered that in the event of the meetings being held on some night other than Wednesday, we would be in a position to have better attendance, seeing that Wednesday is the general sailing day of the principal companies on this side of the Mersey, when the following resolution was submitted and carried unanimously, on the motion of J. Candler, seconded by Thoma Owens:—"That on and after Monday, July 27, 1891, the meetings of this Branch be held on Monday instead of Wednesday as at present. It was decided on the motion of G. Boyle, seconded by B. Harris, "That the Bill now submitted for the sum of £2 2s. for hire of Queen's Hall for meeting on Wednesday, July 1, be paid." During the past few weeks there has been a decided improvement in shipping in these quarters, there being a good demand for men and the supply up to the average. The boys of the Old Brigade have shaken off at last the manacles which were being gradually placed upon them by the mighty Federation (in theory) who with their mighty legions tried to induce them to return to the good old days of £2 10s. and pound and pint, and to avoid these fearful agitators who have been so detrimental to the progress of our trade and commerce by raising the wages of seamen to something like a suitable wage for services rendered, and we trust the boys will avoid any efforts put forward by their so-called friends, and remain granite-like in supporting their own National Seamen's Union. Play up, Birkenhead!

The Bootle Branch held their usual weekly meeting on Tuesday night last, the 14th inst., Mr. Matt. Murphy in the chair. After the usual routine was first gone through, Mr. Turkington, treasurer of the Branch, read a paper entitled "Labour, the Parent to Wealth," which was highly appreciated by the members present, and a great deal of discussion took place, which terminated by Mr. Connarty proposing a hearty vote of thanks to Mr. Turkington for his very interesting paper. This was seconded by Mr. Edwd. Pritchard, and carried unanimously. (This paper will be printed in SEAFARING next week.) Mr. P. Marmion, the secretary of the No. 4 Branch, then handed in his resignation, which was very reluctantly accepted. The seamen's delegate of this Branch, Mr. McGovern, was then elected secretary of No. 4 Branch in place of Mr. Marmion. On the motion of Mr. Pritchard, seconded by Mr. Leary, Mr. Murphy was then proposed as delegate in place of Mr. McGovern, but he declined to stand. Mr. Boag was then proposed as delegate, and he received four votes for and two against, a number of members remaining neutral. The following members were then elected to form a committee to go over the rules:—Mr. McGovern, Mr. Anderson, Mr. Pritchard, Mr. Murphy, Mr. Boag, Mr. Chas. Ham, Mr. O'Hare, and the secretary (Mr. Connarty.) Mr. Edwd. Pritchard gave a very interesting address on the subject of Parliamentary representation. He pointed out that the present political parties only made a cat's paw of working men, by promising all manner of reform in order to secure the labour vote, but when they got into Parliament,

they went in direct opposition to labour. But, he asked, what else could be expected from the Tory land sweeper or the Liberal labour sweeper? He exhorted the members to stand to their guns, to vote for labour, and labour only, not to allow themselves to be fooled by one political party nor flattered by the other, so that between the two they fall to the ground; but to go heart and soul into the fray, to roll up their sleeves and get to work, persuading all their working men friends to only use their vote in favour of a workman, and then, he thought, we would make some progress. He said that the party press would tell the workers that they had no chance of getting together an independent Labour party, but he advised the members to take no notice of that, because it was to the interests of these people to gull the masses of this country with such "dish-rag verbiage." These party papers were worked, like everything else, in the interests of capital, but, he said, we are Labour, and we have our interests to look after, and we can't afford to waste any time trifling with party politics, because the time is short, and we must get to work. We must prove that an independent Labour party can and will exist. Liberals and Conservatives had now been promising every possible kind of reform, yet the workers live in "Slumdom." Wherever the toiling masses of this country live, there you will find poverty. Is that not enough to prove that political parties of the present day would do nothing for them? If they did they would be going against their own interests, and no capitalist was, in his opinion, likely to do that. A hearty vote of thanks to Mr. Pritchard and the chairman terminated the proceedings.

GLASGOW BRANCH.

At the meeting held Monday, July 13, in Typographical Hall, 102, Maxwell-street, Bro. J. McQuillan, president, in the chair, the minutes of previous meeting, also committee minutes and weekly returns for the week ending July 4, were read and adopted. The quarterly balance sheet for the quarter ending June was next submitted and approved of, on the motion of Bro. Wright, seconded by Bro. Miller, being unanimously accepted by the members, one of the auditors speaking highly in praise of the manner in which the office books were kept which reflects great credit on the officials in charge of them. Correspondence was next gone into, including a circular from head office agent the alteration of rules, the same to be forwarded to head office before August 1, for the approval of the Executive. Also a circular regarding the entrance fees which are to be raised 2s. 6d. on August 1, and every month in succession until it reaches 10s., at which it will remain fixed until the annual general conference to be held in London in October, but to be raised afterwards until it reaches a certain sum. Letters were read from R. A. Rennie, law agent, and from the Trade Union Congress to sit at Newcastle shortly, requesting delegates to be sent there to represent the seafaring community. This was unanimously adopted on the motion of Bro. Wright, seconded by Bro. Bryson. New business was next brought on, when a committee was formed from amongst the members present for the revising of the standing rules at present in power for the Glasgow and other Branches of the Union. After some discussion on various points, the following committee were elected to meet in the office, 13, James Watt-street, to investigate and discuss what was requisite to be sent up to head office: Bros. R. McBride, N. Hillon, R. Lawler, W. Ross, Henderson, and McGuire, two nights being set apart each week for the same—Tuesdays and Thursdays. A vote of thanks was passed to the officers and crew of the Glasgow sailing ship, *Loch Katrina*, for the handsome testimonial subscribed by them on board the said ship for the benefit of the widows and orphans of the deceased members of our Union, which was divided between the Dundee and Glasgow Branches. The secretary spoke some length on the nobility of this action, and hoped it would be an inducement to many others to do likewise. This ended a long and good business meeting.

MARYPORT BRANCH.

At the meeting held July 13 at the hall in Elliott-yard, Lenhouse-street, Mr. Charles Stewart in the chair, there being a fair attendance of members, the minutes of the previous meeting being read and confirmed, the secretary read the following letter from Sir Wilfred Lawson, M.P., regarding the Contagious Disease (Animals) Bill: "Dear Sir,—I have pleasure in presenting your petition. I hope that the matter will be properly attended to when it comes before the House.—Yours truly, W. LAWSON." Sir Wilfred also promised to attend the meeting of M.P.'s at St. James's-square on the 10th inst. A letter was also read from Sir James Bain, M.P. for Whitehaven and district: "Dear Sir,—I have lodged your petition; necessary

attention to other public business prevents me, I am sorry to say, from presenting it from my place. As to the meeting of M.P.'s to-morrow, I hope to attend.—Yours truly, JAMES BAIN." Correspondence was read from several Branches, and from head office, including one from the general secretary, promising to pay a visit to this district at as early a date as possible. A discussion then arose upon a member of the Glasgow Branch losing his boat here on Saturday, and after much comment upon the matter it was proved by the secretary producing a telegram from Glasgow stating that he was two months in arrears, therefore he had no further claim upon the Union. The secretary next referred, in a complimentary way, to Mr. John Lavey, of Whitehaven, who was faithful to the Union as treasurer of that Branch, also to Mr. Joseph Scott who was secretary to that Branch, he not being a suitable person for the situation. After some comment upon the matter, upon the motion of Mr. M. Malone, seconded by Mr. J. Malone, the matter was adjourned, until Mr. J. Scott could be consulted, he being a member of the Navy reserve and away from home. The secretary then referred to the progress he had made here by enrolling 27 members since his appointment. The chairman then addressed the meeting, and to the secretary coming amongst them a complete stranger, and the progress he had made, both by enrolling members, also in wages, and he could not see what was to hinder this port from being one of the first upon the list. What was wanted was for the men to pull together, and he was certain the secretary would do his duty. The meeting then closed with a vote of confidence in the secretary, and a vote of thanks to the chairman.

MIDDLESBROUGH BRANCH.

At the general meeting, on Monday, July 13, Mr. George Young in the chair, there was a very poor attendance of members. The minutes were discussed and afterwards confirmed. Correspondence was then read from head office and several Branches. Some discussion took place upon the entrance fee being increased by the Executive, the meeting being in favour of the increase. Mr. George Bone moved, and Mr. P. Burke seconded the adoption of the correspondence; carried. The quarterly statement was then laid before the meeting. Mr. Geo. Young, one of the auditors, said he found everything to his entire satisfaction. The report was then adopted with applause. The meeting, after this business had been attended to, adjourned.

Shipping is reported very quiet in Middlesbrough at present.

NEWCASTLE-ON-TYNE BRANCH.

A meeting was held at Lockhart's on July 10, Mr. G. Jackson presided. The following officials were elected:—Chairman, Mr. Joseph Maskey; vice-chairman, Mr. George Jackson; treasurer, Mr. J. R. England; secretary, Mr. Thomas Dunn; solicitor, R. Jacks, Esq.; auditors, Mr. J. Thomas, and Mr. J. A. Craggs; doctor, Dr. Newton; trustees, re-elected. Committee: Messrs. Biglan, Jones, Venus, McNally, Heads, W. Jackson, J. Mason, F. Mason, Timlin, Nicholson, J. Searle, W. Barrow; Trades Council delegates, Messrs. T. Dunn, W. Nicholson, and G. Jackson. A vote of thanks concluded the meeting.

GRAYS BRANCH.

At the weekly meeting, July 7, Mr. Longman presiding, the minutes and financial statement of previous week were approved of. The half-yearly balance-sheet was also submitted to the meeting, showing that there is more than £300 to this Branch's credit, a very satisfactory balance, considering the large amount of money expended in strike pay, etc., during the half-year. Correspondence was read from the head office and Samuel Plimsoil, Esq., on the Contagious Diseases (Animals) Bill, the member for this division of Essex, Major F. C. Rasch, M.P., wrote stating he would attend the deputation at the appointed time, which he did, and for which service he is entitled to the best thanks of the members of this Branch. Previous to the adjournment the secretary was instructed to see Mr. J. H. Wilson, and ask him to pay us a visit as soon as possible.

SUNDERLAND BRANCH.

At the general meeting the newly elected chairman, Mr. J. B. Lee said, on rising to open the meeting, Mr. Vice, officers, and members you have chosen me to direct the business of this Branch for the next six months, I thank you for the honour, but wish to remind you that I can do nothing without your co-operation and support. I promise you that I will do my duty without fear or favour, and to the best of my abilities for the good of the Union and this Branch in particular. The duties of a chairman are not of the pleasantest description and

are considered by some to be more ornamental than useful. Well, if you ask Mr. Priest, my respected friend and retiring predecessor, I think he will tell you something of the pleasure of the position, so far as ornamentation goes I may not be so young and good looking as the vice here or any of the other officers, but nature and care as so nicely mixed my beautiful golden locks with streaks of silver, that if it is only ornament you want, I claim to be the prettiest. Now, we want nothing of that kind, the days of expensive figure-heads is fast dying out. Ship-owners now-a-days go in for useful, practical, and remunerative improvements. The working classes of this, and of every other civilised country, believe that the ships of State could be safely and profitably navigated without useless and expensive figure-heads, and a few of the representatives of the people have dared to tell the Government so. Well, as far as our Union is concerned, we want nothing but honest, practical, and prudent men at the head of the Union and its Branches. I claim to have some experience and knowledge of the failings and aspirations of the seafaring classes, and although my scholastic attainments are not large, I will do my best with your help to strengthen and consolidate the Branch. (Cheer s.) Mr. W. Airson, district representative of the Executive, gave a very favourable report of an interview by a deputation to the Board of Agriculture. The chairman then announced that, at next meeting, a subject of vital importance to seamen and firemen would be discussed. The Branch also decided to have their picnic to Finchall Abey, on Bank Holiday, and the secretary read correspondence in connection with the forthcoming Trades Union Congress. The question of securing a site for the erection of a well-adapted home for seamen was referred back to the Branch committee. A brief paper was also read, upon Irish Trades Unionism, by the late organising secretary, Mr. J. B. Lee, who said: During the past few years the principles of Trades Unionism have been slowly but surely spreading amongst the working men and women of Ireland, irrespective of creed or political prejudice; and to-day they have in their hands a power that they never before possessed. My object in writing this brief paper is not to bolster up any form of aggressive action on the part of Trades Unionists, but for the purpose of warning my fellow Unionists in Ireland of the professional and commercial politicians who are now actively engaged catering for their pet parties. Their grand promises are only silvered bait to allure the too easily persuaded and over confident Irish voter into the belief that their several pet political schemes are the only and the best means of removing the many barriers to progress and social contentment. It is unnecessary to recount all the utter failures of this class of reformers during the last hundred years, and therefore I will conclude by recommending my fellow Trades Unionists in Ireland to record their votes only for those persons who will support measures that will benefit them as workmen (and not only as Irishmen).

WEST HARTLEPOOL BRANCH.

At the usual weekly meeting held July 10, Mr. Payne in the chair, seven new members were enrolled on the motion of Bro. Shirwood, seconded by Bro. Owen, and the minutes of the previous meeting were passed as read. It was resolved to recommend an alteration of the rules relating to mess-room stewards and ordinary seamen, so that their entrance fee will be at no time more than 2s. 6d., and their contributions not more than 3d. per week. The meeting next discussed the best means of making this year's Hospital Sunday Demonstration a success, as the organising work in connection therewith has fallen on the Sailors' and Firemen's Union. Great indignation was expressed at the action of Mr. C. Furness, M.P., re the Cattle Bill, also at the following sample of fair play.

In answer to the statement of Mr. C. Furness, M.P., which appeared in a recent issue of the *Mail*, a letter, setting forth the other side of the subject, was addressed to the editor. Note how it was mutilated to suit Mr. Furness's opinion:—

[Letter as Sent.]

THE CATTLE BILL.

To the Editor of the "Northern Daily Mail."

SIR.—As you have given the views of Mr. C. Furness, M.P., on the above Bill at great length, perhaps you will allow me, on behalf of seafaring men—a class not likely to be interviewed for their opinions, but who are as much interested in the measure as shipowners, seeing that the lives of one are affected, and only the pockets of the other—to state their opinion upon the manner in which the Bill is likely to affect them, and the country at large. In the first place, the Bill will prohibit the carrying of live cattle only on boats that are not especially built and adapted for it. If the boats

belonging to Mr. C. Furness, M.P., are so adapted, what difference will it make to him, and how can it double the price of beef? It has been proved that carcasses brought in refrigerators are more wholesome for food than cattle landed alive, sick and bilious after a rough passage, and we can always depend upon an unlimited supply of dead meat, which competition will always keep cheap. Then as to the humanitarian point of view, which, according to our worthy M.P., is a mere blind, the Bill, as I stated above, is to prevent any ordinary kind of tramp steamer carrying live cattle, and when we consider the fact that the *Brantford City*, belonging to Mr. C. Furness, M.P., left Boston with 649 head of cattle on board, and only landed 33 alive at Deptford, coupled with the fact that nearly the whole of the provender for feeding the poor beasts was washed overboard two days after leaving port is, I think, sufficient to prove whether the humanitarian view is a blind or not. One step further. On Dec. 28, 1889, the s.s. *Erin* left America with 527 head of cattle, and 74 men on board, and has never been heard of since. The above cases can be multiplied a hundredfold, but will suffice to show your readers there are two sides to the question. Trusting that one will receive as much prominence as the other,

I am, Sir, yours truly,

J. LEAHY.

Sailors' and Firemen's Union,
West Hartlepool, July 8, 1891.

[Letter as Published.]

THE CATTLE BILL.

To the Editor of the "Northern Daily Mail."

SIR.—As you have given the views of Mr. C. Furness, M.P., on the above Bill at great length, perhaps you will allow me on behalf of seafaring men, a class not likely to be interviewed for their opinion, but who are as much interested in the measure as shipowners, seeing that the lives of one are affected and only the pockets of the other, to state their views upon the manner in which the Bill is likely to affect them and workmen in general. In the first place, the Bill will prohibit the carrying of live cattle only on boats that are not especially adapted for it. If the boats belonging to Mr. C. Furness, M.P., are so adapted, what difference will it make to him, and how can it double the price of meat? It has been proved that carcasses brought in refrigerators are more wholesome for food than cattle landed alive, but sick and bilious after a rough passage, and we can always depend upon an unlimited supply of dead meat, which competition will always keep cheap. There are two sides to the question, and I trust that one will receive as much prominence as the other.

I remain, sir, yours truly,

West Hartlepool, July 8, 1891. J. LEAHY.

It will be seen from the above that Mr. Furness is blocking the Bill at the risk of the lives of the seafaring community. Mr. Furness says the humanitarian view is a mere blind. In answer to that statement, read the following:—

In an article on "Beef Values and Prospects," *Bradstreet's*, of New York, says:—"The advancing freight rates for cattle, on the Atlantic steamers, and the heavy losses which have occurred in these shipments through improper treatment of the cattle have so reduced the profits to shippers, that a change in the method of exporting our surplus beef will doubtless be made, whatever action the English Parliament may take to regulate this trade."

Workmen, sign the Great Petition, and thus assist in making the precarious life of a sailor a little safer.

HULL BRANCH.

At the usual Branch meeting, held in Unity Hall, Mr. T. Ward in the chair, amongst the correspondence was a letter from a member named Gloody which gave a fearful account of the way the crew had been treated aboard of a Federation ship. It was resolved that the letter be sent to the Executive. It was also resolved that in the future we include Archangel in our Baltic scale of wages, viz. £5 per month. Two vessels have attempted to reduce the Baltic wages lately, one a local steamer the other the *Lido*, of Glasgow, both captains offering £4 10s. per month, and after holding out all day, trying to pick up a crew anywhere they could get them, they had to concede to the Union rates. A letter was read from a member as follows. "I write to inform you that the ship *Viscount*, of which I am carpenter, left Hull June 27. The crew were sent from Liverpool, and four of them were no good. Consequently, there were six to do the work of the ship, and two men we were short on leaving Hull, and the four duffers compelled the captain to put back to Plymouth for more hands, so I thought it my duty to inform you." It would have been

better for the owners to have paid the Union rates at the first onset instead of sending to Liverpool for a crew. May all owners who do the same be put to the same inconvenience and expense. The Branch decided that on and after Aug. 1 if the riggers do not pay up their contributions we do not recognise them as Trades Unionists, and that we take contracts for ships' work whilst in dock. A complaint was made by Bro. Gregory of the way in which seamen have to wait for Board of Trade officers on the Tyne before being able to proceed to their respective homes, and gave an instance where the crew had to wait from Saturday afternoon until Monday morning. It was resolved unanimously that in the opinion of the members of this Branch more Board of Trade officers are required on the Tyne to look after the interests of seamen, and the same to be sent to the President of the Board of Trade, also the three borough members.

A tea-party and ball will be held in Unity Hall next Tuesday night. Members should turn up in force.

SOUTH SHIELDS BRANCH.

At the usual weekly meeting, the president occupying the chair, the minutes being adopted, correspondence was read from head office and the Trades Union Congress committee, also a letter was read from Mr. E. Wood, of the N. L. Union, apologising for the conduct of one of their members, who was put out of our meeting at Jarrow, on Friday night, July 10, assuring us that their Union was one with ours, and that they will always help the seamen in anything that is to benefit the working man. It was resolved that Dr. Jennings, Mr. J. Lambert, Mr. E. Wood, and Mr. C. Bullock, receive the best thanks of this meeting for their services to our Union in assisting us at our meeting in Jarrow on July 10, to protest against the action of the shipowners, and support the Cattle Bill. It was decided that the secretary get information regarding brakes for our annual trip on Bank Holiday, to Morpeth, and report at next meeting. Mr. G. Shelley, of the Coal Porters' Union, and Mr. Picard, of the Gas Workers' Union, addressed the meeting on the position of our Union, and the effect it had on the other Unions. A vote of thanks was accorded to them. A petition with 672 names, was sent in in favour of the Cattle Bill.

DUNDEE BRANCH.

At the usual weekly meeting, July 13, Mr. A. Fortune (vice-president) in the chair, the minutes and income and expenditure of the previous week having been approved of, a circular was read from head office stating that the entrance fee was to be raised 2s. 6d. in August and 2s. 6d. in September. At last week's meeting a resolution was passed requesting the secretary to write to Edmund Robertson, Esq., M.P., asking his reasons why he blocked the Contagious Diseases (Animals) Bill, and in reply the following letter has been received from Mr. Robertson:—"Cattle Bill.—July 8. Dear Sir,—My motion was placed on the paper at the express request of the local authorities of Dundee (who desired time for the consideration of the Bill), and for no other reason. Subsequently I presented a petition from your Branch in favour of the Bill. In each case I acted as I conceive a representative is bound to do. I am not committed against the Bill. I hope to hear a full statement of your reasons for supporting it on Friday at the deputation to Mr. Chaplin, and in the meantime I shall call the attention of the local authorities to your letter, and ask them to favour me with their views. I have had no communication whatever with shipowners.—Yours faithfully, EDMUND ROBERTSON."—Letters were also read from each of the M.P.'s for Dundee regarding the deputation to Mr. Chaplin, as follows:—"Dear Sir,—I have just written your general secretary, Mr. J. H. Wilson, informing him that I have a particular engagement in the City on Friday at 12 o'clock, which will prevent my accompanying the deputation to Mr. Chaplin at that hour as I should otherwise have done. My hon. colleague, Mr. Robertson, informs me that he intends to be present, so that Dundee will be represented.—Yours faithfully, JOHN LENG."—"Dear Sir,—I shall be very happy to accompany your deputation on Friday.—Yours faithfully, EDMUND ROBERTSON." A discussion then took place as to the revision and alteration of rules to be submitted to the annual general meeting. The meeting then terminated at 10 p.m.

The drawing for the prizes in connection with the banner fund, came off on Saturday. After all expenses had been paid, there is a fair balance over. The winning numbers will be found on page 9 of this week's SEAFARING. The members of the Dundee Branch return thanks to all those who contributed in taking tickets for the above sale.

P.S.—July 14.—The following letter has just arrived from Mr. Edmund Robertson, M.P.:—"Mr. Chaplin's Bill. July 13, 1891.—Dear Sir,—I have been informed by the local authorities that they have no objection to the withdrawal of the amendment placed on the paper at their request, in order to give them time for consideration. I have to-day caused it to be withdrawn.—Yours faithfully, EDMUND ROBERTSON."

LERWICK BRANCH.

Mr. Rennie has been in the Shetland Islands and taken steps to open a Branch at Lerwick, which he will visit again soon. "An A.B." writes: "It having come under my notice that your Union was to establish a Branch in Lerwick, I made inquiries and found that all the seamen (non-Unionists) had joined before Mr. Rennie left. Those who were fishing amongst the Islands will regret they were not here. Seamen are now alive to the low tactics of shipowners. Daily some company tries to reduce the wages, and those who are not in the Union are forced to go at the reduced pay, while Union seamen, on the other hand, are supported by their Branches until they get the wages of the port. No one should leave the Shetland Islands without joining. On the departure of Mr. Rennie, the seamen of Lerwick met in force, and when the s.s. *St. Magnus* steamed away from the wharf, three hearty cheers were given for the organising secretary, who returned the salute. These are the men Britain may be proud of, and Mr. Rennie's next visit, when he will formally open the Branch, is looked forward to with much interest. Our men will be here next week, and every native should join the Union at the reduced entrance fee if he wishes good wages and a good ship with a reliable crew. No one can shut their eyes to the fact that the wages of three years ago and the wages of to-day are different. It was not the owners, but the Union, that made the change. Just think on this for one moment.

STORNOWAY BRANCH.

The numbers who have joined this Branch are far more than was expected. Ever since the s.s. *Crathie* reduced her crew from £1 12s. 8d. to £1 10s. per week the men here see the owners' dodge. The crew of the s.s. *Goval* would not take the reduced wages, and what do you think the Captain did? He just gave them £1 12s. 8d. He saw he had men to deal with, and more than that none of our members would have gone on board. The *Crathie's* crew had not the pluck to stand out. The wages for schooners is now 7s. 6d. up, and the crew of the *Lively*, who requested this rise, had to walk ashore, but others were taken on board at Union wages. The men who went the previous voyage were protected by the Union. Mr. Rennie, organising secretary, wired from Dundee: "Give *Lively's* crew free passage to Glasgow, and 2s. per day strike money." This offer was soon in the hands of the men, and the handsome treatment was the best advertisement one could wish, but it was not required. Being good steady men they shipped on board the *Ban Righ*. It is to be hoped all the seamen will join the Stornoway Branch. Men who are members of the Union, but belong to other Branches, should get transferred to their native country, as by doing so this will be one of the strongest Branches in the North of Scotland. The organising secretary is expected back here after opening up the new Branches on the Moray Firth. Not until every port be a Union port, and every seaman a Union man, will Jack be free. "Pull together," and the day's your own.

ABERDEEN BRANCH.

On Saturday, July 11, the second annual picnic of the Aberdeen Branch was held, when about 400 people attended. A procession was formed in Marischal-street, and at half-past two, headed by the Foresters' Brass Band, proceeded by way of Regent-quay, Market-street, and Victoria-bridge to a field on Ness Farm, Torry, kindly granted for the occasion by the tenant. Tea was served to the party on their arrival, and the usual programme of games and dancing was entered heartily into. Special prizes were offered for competition for married and single ladies. An unusual and interesting incident occurred during the procession. While the party was proceeding along Regent-quay a number of foreign seamen, off some ships in the harbour, were attracted by the banners and the band, and followed the procession to the ground. Having no tickets they were not eligible for admission to the field, but the Executive after consultation agreed to allow the men into the field and served them with refreshments like the rest. The foreigners seemed to be highly interested with the Scotch games, and when the party returned to town they willingly joined in the procession and

carried the seamen's banners from the Victoria-bridge, by way of Market-street and Union-street, to Castle-street, where the company dispersed after three cheers being given. The arrangements were under the charge of the office-bearers and secretary of the local Branch, and were all that could be desired. The weather was fine, and all seemed thoroughly to enjoy the outing.

On Monday evening, July 13, the regular weekly meeting of the Branch was held, R. Fraser, president, in the chair; there being a fair attendance of members. The minutes of former meeting were approved, and correspondence read regarding the alteration of rules. Some discussion took place over this, but was deferred till next Monday night. The Branch takes this opportunity of inviting the co-operation of the members, who, if they have anything to propose, should attend the meetings. The half-yearly balance-sheet was next read and was considered satisfactory, and was formally adopted *nem. con.* This ended a very agreeable and brotherly meeting.

DUBLIN BRANCH.

At the usual weekly meeting, Bro. J. M. Maxwell in the chair, the minutes having been accepted, the financial accounts—both half-yearly, quarterly, and weekly—were accepted as very satisfactory. Correspondence was read and accepted, after comments. The secretary then laid a complaint against Sam. Wallace, No. 1,064 and 602, and William Wallace, No. 1,089 and 625, father and son, for going in place of one of our brothers that came out on principle on the corn porters' strike against the Federation. It was unanimously resolved they be expelled from this Branch, and that their names and numbers be inserted in SEAFARING, so that other Branches may know and prevent them joining anywhere else. The chairman then gave a short address on the present aspect of the strike, and commented on the Wallaces. We were always willing to accept a man that would be converted to Unionism, but it was better not to have any dealings with a man that was one of our number and deserted us like those two. He would advise every man to stick closer to his Union than ever, and obey the officers we put over us. (Cheers.) Brother Johnson then proposed, in accordance with a notice of motion he had given three weeks ago, that we present the chairman with a gold medal. Brother Roche said it afforded him great pleasure to support this motion. The chairman having thanked the members for the confidence they placed in him, also for the presentation they proposed to give him, said he hoped always to deserve their confidence in the future as in the past. (Cheers.)

PETERHEAD BRANCH.

Day after day members are coming into town and, on making inquiries, I find they have all clear books, and, more than that, they have vowed their intention to keep them so. Some members were under the impression that as Jack So-and-So had not paid, they were not to pay. This foolish idea has left them, and that every man must think for himself is now the order here, and all are paid up and more joining. How has this come to pass? The reason is not far to seek; every Union crew is offered less than Union wages at the first non-Union port, so the Federation is beginning to bloom; but before the bloom comes naturally, the tactics of the owners causes a biting wind to pass and nip the thing in the bud. No one of common sense expected otherwise, the very idea of owners coming forward in 1891 to help the seaman is mere nonsense. Even if they had come, who sent them but the seaman and fireman, who united to get as much wages as keep the wolf from the door. The amount the Union charges for weekly contribution is ridiculously small in comparison to the many benefits offered. This ought to be a vital question at the next annual meeting. Seamen who intend coming to the herring fishing should note that there are more men here than the boats employ.

The following correspondence has passed between Mr. Asher, M.P. for the Elgin Burghs, and Mr. Thomas D. Rennie, Peterhead, organising secretary for the North of Scotland for the Sailors' and Firemen's Union of Great Britain and Ireland:—"Peterhead, July 4, 1891. Sir,—Seeing that the President of the Board of Agriculture has consented to receive a deputation from this and other Unions in connection with the Contagious Diseases (Animals) Bill at 3, St. James Square, London, I am requested by the members of this Branch to ask if you will kindly attend as one of such deputation, as the carrying of the Bill into law this session is of vital importance to all seafaring men.—I am, yours truly, T. D. RENNIE."—"North Berwick, N.B. July 9. Dear Sir,—I have received your letter. If I had been in Lon-

don I would have been glad to accompany the deputation to the President of the Board of Agriculture in connection with the Contagious Diseases (Animals) Bill. But I shall not be able to be there, as I am detained here at present in consequence of the illness of Mrs. Asher. I have sent, however, to London an apology for not being present with the deputation, and an expression of my sympathy with its object.—Yours faithfully (Signed), A. ASHER.

CARDIFF BRANCH.

Reports are being continually spread among seamen both at home and abroad, and particularly so among those who are in the latter condition that the Union is dead or dying. Many believe such and on coming to their several ports take no trouble to inquire into the facts of the case. Some, too, I am sorry to add, make this thought the bastard child to their own desire to evade payment of their contributions to an institution from which and by which they have profited and benefited so much. All the Union intends doing for the seaman is not merely the keeping-up of his wage at a fair and equitable height nor the preventing of its being lowered to the depth of starvation. It has other purposes equally valuable and beneficial to seafaring men.

NORTH SHIELDS BRANCH.

At the usual weekly meeting, Bro. Isaac Walters in the chair, the minutes were adopted, and the weekly financial report was received with acclamation, as it showed a decided improvement on previous weeks. It also showed that we had a good many members joining. The secretary then read correspondence, some of which was from head office, also from our M.P., Mr. R. S. Conkin, re the petition of the North Shields Branch on the Contagious Diseases (Animals) Act, which our M.P. had presented to the Speaker. The secretary then gave his report on the public meeting held in the Circus in Jarrow-on-Tyne, which was accepted. Mr. Errington, one of the representatives on the E.C., then gave the members a brief outline of the deputation that waited on Mr. Chaplin, the Minister of Agriculture, and the result. He also explained that our general secretary had his model tramp cattle ship there which spoke volumes. We had an open air meeting on Monday evening before our usual weekly meeting. There were present several prominent Trades Unionists, who addressed a large meeting of sailors and general labourers on the benefits of Trades Unionism. The speakers were: Mr. Pritchard, organising secretary of the Gasworkers' Union; Mr. Lambeth, local secretary of the Gasworkers' Union; Mr. Shelley, organiser of the Coal Porters' Union; Mr. Brown and Mr. Cowie, of N.A.S. & F.U.; Mr. Rutherford and Mr. Cathey, N.S. & F.A. The meeting was brought to a close by announcing a meeting on Tuesday morning, and the usual vote of thanks to the speakers and chairman.

THE Victoria Steamboat Association, Limited, has a fleet of forty-three vessels, carrying every day nearly 200,000 persons, and traversing the Thames from Hampton Court to the Nore.

FIREMEN IMPRISONED.—At Sunderland Police-court July 8, Joseph Evans or Edwards and Charles Dick were charged with refusing to obey orders on board the steamer *Mendelssohn*, Sunderland. Mr. W. M. Roche represented the master of the vessel. Thomas Sawyers said that he was master of the steamer, and engaged prisoners at Hamburg in the capacity of firemen. They signed articles in the presence of the British Consul. They had already been with him on a previous voyage, and the engagement was merely a re-engagement. The vessel coaled at Sunderland, and on leaving the harbour he ordered them into the stokehole to get up steam. This they refused to do, and again, on a subsequent occasion, they made another refusal. The chief engineer also asked them to get to work, and they again refused. On the Board of Trade officer coming on board they refused duty in his presence. Questioned by the prisoners, the captain stated that he signed six men on as firemen, and that one, the steadiest, was selected to take charge of the donkey-engine. When the articles were signed, six men were signed on as firemen, and one was taken from the stokehole and put on the donkey-engine, leaving only five in the stokehole. If the man was put back in the stokehole they were willing to work. The captain said that the men had worked five in the stokehole on previous voyages, and the vessel, as long as he had been connected with her, had never been worked with six firemen. Mr. Booth, in passing a sentence of 14 days' imprisonment with hard labour, said that the prisoners had laid themselves open to serious consequences, and had no excuse.

HOMeward BOUND.

The following have been reported homeward bound since our last issue:—

Astronomer s left New Orleans July 6, for Liverpool
Arizona s left New York July 11, for Liverpool
Ameer s left Calcutta July 11, for London
Agnes C. irns, Davies, left Rio Grande May 30, for Falmouth
Avery Foyen at Pernambuco June 13, for Falmouth
Azira left Rio Grande July 2, for Falmouth
Amarynthia s left Montreal July 8, for Glasgow
Auri a left San Francisco July 11, for Channel
Archer left Astoria July 6, for U K
A thorough s left New York July 6, for U K
America s left New Orleans July 6, for U K
Alliance left Savannah July 10, for U K
Antilla left St John, NB, June 26, for Bantry
Aquila left Portland, Me. June 29, for Newport
Arglian s left Cape Town July 8, for Southampton
Arlington clrd at New York July 1, for Waterford
Bella d n s left River Plate July 5, for Liverpool
Bayonne s left New York July 6, for Liverpool
Briannic s left New York July 8, for Liverpool
B-sarabia s left St John July 7, for Liverpool
Benin s left Bass July 10, for Liverpool
Bertrand clrd at Bay Verte June 26, for Liverpool
Breconshire s left Gibraltar July 8, for London
Bangaree s left Port Said July 6, for London
Bellerophon s left Gibraltar July 8, for London
Bleville s left Suez July 11, for London
Brindisi s left Colombo, July 6, for London
Brigella s left Philadelphia July 6, for Glasgow
Beaconsfield clrd at Quebec June 12, for Greenock
Bankville left Lyttel on July 9, for Channel
Broomhall left Bluff Harbour July 11, for Channel
Beaconsfield s left Baltimore July 4, for U K
Bianca left New York July 7, for U K
Balcarres Brook s left Norfolk July 11, for U K
British Constitution clrd at Quebec June 29, for Newcastle
City of Dundee s left Port Said July 8, for Liverpool
Catalonia s left Boston July 4, for Liverpool
Californian s left New Orleans July 6, for Liverpool
Ceres left Pernambuco June 4, for Liverpool
Concor left Dalhousie June 24, for Liverpool
City of New York s left New York July 8, for Liverpool
City of Madras left Astoria July 4, for Liverpool
Calliole t Honolulu June 20, for Liverpool
Cephalonia s left Bos on July 11, for Liverpool
Coanza s left Sierra Leone July 11, for Liverpool
Celtic King s left Penrifle July 9, for London
Carthage s left Port Said July 9, for London
Clan Gordon s left Aden July 5, for London
City of London s left Suez July 9, for London
Clan Buchanan s left Colombo July 4, for London
City of Cambridge s left Colombo July 6, for London
Clan Monroe s left Suez July 7, for London
Clan Mackintosh s left Madras July 8, for London
Clan Macleod s left Madras July 10, for London
Campbell clrd at Pensacola June 23, for Q'ntown
Centaur left San Francisco June 30, for Queenstown
County of Kinross left Calcutta June 10, for Dundee
Colina s left Montreal July 1, for Glasgow
Cingalese to leave Concepcion Bay end June for Channel
City of Worcester s left Norfolk July 7, for U K
Carlo left New York July 6, for U K
Cosmo left Port Blakeley June 19, for U K
Carlisle left New York July 9, for U K
Credo clrd at Sheet Harbour June 19, for Ayr
Condore clrd at M. bile June 30, for Cardiff
Caville clrd at Halifax June 27, for Penarth
Columbia s left New York July 9, for Southampton
Cambala clrd at Chatham, NB, June 12, for Swansea
Derwent Holmes s left Quebec July 7, for Liverpool
Duke of Buckingham s left Tenerife July 5, for London
Duke of Westminster s left Rio Janeiro June 26, for London
Dunbar Castle s left Las Palmas July 7, for London
Dunure left St. John's, NF, July 8, for Glasgow
Drumfell s left Kurrachee July 12, for U K
Eden Hall s left Perim July 7, for Liverpool
Etruria s left New York July 11, for Liverpool
Electrician s left Suez July 11, for London
Eobuca s left Adelaide July 9, for London
Empress s left Newport News July 7, for U K
Esmeralda left New Orleans July 6, for U K
Effective s left Bull River June 29, for U K
Eastern Prince s left Norfolk, Va, July 11, for U K
Escalona s left Montreal July 7, for Avonmouth
Ebro s left Port Said July 9, for Hull
Eremonot Castle s left Kurrachee July 8, for Hull
Eugenia M clrd at Pensacola June 30, for Sharpness
Fleur de Lis clrd at Talcahuana May 22, for U K
Francisca s left New Orleans July 7, for U K
Flora left Savannah July 9, for U K
Franklin left Halifax June 27, for Penarth
Gulf of Anecd s left Colombo June 24, for Liverpool
Glenmorven s left Perim July 8, for Liverpool
Georgian s left Boston July 9, for Liverpool

Gulf of Lions s left Corinto July 10, for Liverpool
Gambia s left Bony July 10, for Liverpool
Genorhy s left Suez July 6, for London
Goorkha s left Naples July 11, for London
Gerona s left Montreal July 3, for London
Glengyle s left Shanghai July 4, for London
Galileo s left New York July 6, for Hull
George B. Doane left St. John, NB, June 29, for Sharpness
Humboldt s left New York July 4, for Liverpool
Hinemoa left Lyttelton July 3, for London
Hahnemann clrd at Quebec June 20, for Greenock
Hans left Savannah July 6, for U K
Horizon left New York July 3, for U K
Hiawatha clrd at Chatham, NB, June 27, for Barrow
Intrepid s left New Orleans July 7, for U K
Inca left New York July 10, for U K
Inishowen Head s left Calcutta July 10, for Hull
India left St. John, NB, June 22, for Newport
Ivy clrd at Quebec June 27, for Pembroke
Jupiter left Valparaiso May 20, for Falmouth
J. F. Whitney left Brunswick July 9, for U K
Johanne clrd at Quebec June 19, for Belfast
Jan Melchers clrd at Montreal June 29, for Bristol
Kirklands s left Perim July 4, for Liverpool
Kaikouri s left Rio Janeiro July 6, for London
Khedive s left Colombo July 7, for London
Kara s left Singapore July 7, for U K
Liguria s left Monte Video July 8, for Liverpool
Lord Clive s left Philadelphia July 9, for Liverpool
Lusitania s left Perim July 10, for London
Laertes s left Perim July 8, for London
Ludgate s left Cape Gurju (Brazil) July 3, for London
Lydian Monarch s left New York July 9, for London
Lord Ro-bery, Lloyd, left Calcutta Mar. 24, for Dundee
Lady Isabella left San Francisco July 10, for Channel
Lion s left New York July 8, for U K
Lomas s left Las Palmas July 4, for Avonmouth
Lady Palmer s left New York July 9, for Bristol
Louise clrd at Quebec June 3, for Conway
Livonia clrd at Chatham June 30, for Crookhaven
L. Plata s left Lisbon July 10, for Southampton
Martaban s left Suez July 6, for Liverpool
Mandinos left Las Palmas July 5, for Liverpool
Mecca s left Suez July 9, for Liverpool
Madura s left Port Said July 9, for London
Monte Videan s left Quebec July 4, for London
Marylands s left Baltimore July 4, for London
Mercedes s left Bussorah July 6, for London
Mombassa s left Calcutta July 7, for London
Merkara s left Bishane July 7, for London
Mi anese s left Boston July 8, for London
Maria left Punta Arenas July 8, for Channel
M D Rucher clrd at Halifax July 27, for Llanelli
Moor s left Madeira July 8, for Southampton
M-dway s left Barbadoes July 4, for Southampton
Mexican s left Cape Town July 8, for Southampton
Mississippi s left Baltimore July 10, for Swansea
Niger s left Sierra Leone, July 4, for Liverpool
Nubia s left Calcutta, July 6, for London
Nithsdale s left Bursire July 6, for London
Navigator s left Calcutta July 8, for London
Nellie M Slade clrd at Bangor, Me, June 30, for Greenock
New York City s left Norfolk June 7, for U K
Nimrod clrd at Quebec July 1, for Newcastle
Nymph clrd at Newcastle, NB, June 26, for Silloth
Ottoman s left Boston July 7, for Liverpool
Oxenholme s left Montreal July 7, for Liverpool
Oregon s passed Father Point July 9, for Liverpool
Orange s left Singapore June 20, for London
Oanfa s left Suez July 10, for London
Oroya s left Albany July 5, for London
Orient left New York July 6, for U K
Orange Prince s left Philadelphia July 7, for U K
Orontes clrd at New York July 1, for Sligo
Port Darwin s left Adelaide July 3, for London
Polyphemus s left Singapore July 7, for London
Preciosa left New York July 7, for U K
Peconic s left New York July 11, for U K
Pretoria s left Tenerife July 11, for Southampton
Quelle left New York July 10, for U K
Rufford Hall s left Malta July 10, for Liverpool
Runic s left New York July 11, for Liverpool
Rewa s left Aden July 10, for London
Ravenna s left Colombo July 8, for London
Serapis s left Suez July 11, for Liverpool
Soudan s left Bony July 7, for Liverpool
St. Ronans s left New York July 10, for Liverpool
Sherbro s left Lagos July 10, for Liverpool
Shanghai s left Gibraltar July 7, for London
Satie s left Aden July 11, for London
Sarpedon s left Singapore July 5, for London
Sandringham s left Jamaica July 8, for London
Shannon s left Adelaide July 8, for London
Spain s left New York July 9, for London
State of Nebraska s left New York July 9, for Glasgow
Saron left New York July 8, for U K
The Queen s left New York July 3, for Liverpool
Tara s left Colombo July 7, for London

Thames s left Malta July 6, for London
 Tongaro s left Lyttelton July 11, for London
 Teviotdale s left Madeira July 9, for Glasgow
 Templemore l ft Iquique June 25, for Channel
 Victory s left Perim July 7, for London
 Valletta s left Suez July 9, for London
 Victoria s left Colombo July 9, for London
 Viue de Douai s left Philadelphia July 9, for U K
 Worsley Hall s left Perim July 10, for Liverpool
 Wicklow s left Port Said July 9, for London
 Walden Abbey, Williams, left Calcutta June 10, for London
 Wilhelm, Anton, left Raine Island July 4, for U K
 Warrior clrd at Parrsboro June 27, for Fleetwood
 Wells City s left New York July 6, for Swansea
 Zephyrus s left Buenos Ayres July 9, for Liverpool
 Zeus clrd at Philadelphia July 1, for Ipswich
 Zanzibar s left Zanzibar July 7, for Hamburg

SEAFARING DISASTERS.

Bancoora, ashore Barwon Head; 10 ft. of water in hold, July 13.

Cleopatra, s, struck on sunken rocks in the Straits of Magellan, June 20, and was run ashore; total loss; crew saved.

Coningsby.—Messrs. Gladstone & Cornforth, West Hartlepool, owners of the steamer Coningsby, received the following telegram, on July 16, from their agent at Akyab:—"Coningsby totally wrecked morning of 7th, four miles south-west of Chandra Island. Crew saved."

Endymion, British steamer Endymion was passed on July 19, in lat. 40 N, 10-g. 55 W, with crank broken; refused assistance, all well.

F. Arthemus.—Sa em, July 5.—The schooner Maria O Teel was run into by British schooner F. Arthemus and schooner Freddie Eaton. F. Arthemus lost both masts close to the deck.

G. R. Booth, s.—New York, July 14.—British steamer G. R. Booth, stern damaged by explosion dynamite. Two men, who were unloading the cargo, were killed. Considerable damage was done, and the steamer sank when about to enter the dry dock.

Helen Mead, s, while being towed from New Orleans to Bluefields, sprung a leak and sank. The crew were landed at Bluefields.

Jane Bacon and s.s. Princess Maud collided in the Mersey; former had deckhouse started, and bridge, etc., damaged.

Lamington, s, and Guyandotte, s, collided at Baltimore; former damaged to extent of about £400, latter about £800.

Marianne, s, stranded on the Paracels, Hong Kong, July 6.

Rohilla, P. & O. steamer, when leaving Albert Dock, London, July 16, burst main steam pipe, scalding 6 La-car firemen, 3 of them so seriously that they had to be removed to the Seamen's Hospital, where little hope is entertained of their recovery. Ship will be delayed two days.

Sardinian, British ship, ashore Cape Enrage, July 8.

Wynnstay, s.—Sulina, July 15.—British steamer Wynnstay, which was ashore above Turcha, got off after discharging part of cargo, all well.

It is stated that the following is in circulation at the Docks in London:—

IN HATEFUL MEMORY OF

72 MEAN DECEITFUL HUMBUGS,

Late of the Stevedores' Society,

Who Departed from all Respect, after receiving Strike Pay as long as it lasted.

NOT DEAD, BUT GONE BLACKLEGGING.

The curs have from their Union gone,
 Their voices, not loved, are stilled;
 Their place is vacant in their Branch,
 Which never will be filled.

LOVED BY THE DEVIL—HATED BY ALL MEN

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

IMPRISONMENT OF SEAMEN.

To the Editor of "Seafaring."

DEAR SIR,—The cases which I have had before me from time to time have convinced me that it is a gross injustice upon seamen for them to be liable to imprisonment for neglecting or refusing to obey in some or trivial orders of the master not connected with the safety and due progress of the ship. I have had instances of very gross hardship in one case a number of seamen were prosecuted simply for refusing to clean brass-work on a Sunday when they had had plenty of time to do it during the week, but the master would not give them the order. I think it is time this anomaly were put an end to, and the Merchant Shipping Acts should be amended by the insertion of suitable words which would confine the penalties for refusing to obey orders to forfeiture of so many days' wages, and only allowing imprisonment where the orders disobeyed are orders necessary for the safety of the ship, or for her progress on her voyage, and imprisonment should never be allowable under any circumstances whilst the ship is in port. It is a monstrous law which makes a seaman bound to work the whole 24 hours if ordered, and liable to imprisonment the moment he refuses, or disputes any order given to him. Out of his ordinary watches a seaman should only be bound to do necessary work, and in case the seaman should be prosecuted for refusal to obey orders the magistrate will of course be the person to decide whether the work was necessary or not, and the point will not be left to the mere caprice or the illwill of the master of the ship. This is, at any rate, the opinion I have come to as the result of experience, and I am ashamed of my country when I think of the present iniquitous law as it now stands. Whenever vessels are in port, or even when they are at sea, if the orders given are only trivial, or of temporary importance, I fail to understand why seamen should be subject to imprisonment any more than if they were working on shore. A sufficiently strong penalty as regards forfeiture of wages would be quite sufficient to enforce discipline on board the ship.—Yours truly,

R. W. E. WHITEHEAD,
 Solicitor, Humber District,
 15, Bowlalley Lane, Hull, N.A.S.F.U.
 July 10, 1891.

Several letters held over till next week.

ALMOST A TRAGEDY.

"Eureka, have you ever looked death in the face?" In the dim light of the single gas jet that flickered fonesomely in the sky parlour of a West Madison-street boarding house the form of the young man who asked this question in a husky, trembling whisper, cast a vague shadow on the dingy wall and heightened the unearthly ghastliness of his pallid face, says the "Chicago Tribune."

"What does it matter to you, George Spoonamore?" "It matters to you," he hissed between his set teeth. "Eureka Plumduff, the last hour of your life has come! You have carried your fickleness, your deceit, your heartless treatment of me a little too far!" He laid a slungshot, a sandbag, a pair of brass knuckles, two bowie knives, a bottle of vitriol and a brace of Derringers on the table, drew from under his coat a huge cutlass, and advanced upon the girl, who now turned to fly.

"It is of no use," he said, in a harsh, grating voice. "The door is locked and the key is in my pocket. Do not undertake to cry out. If you do, I shall smother you with this!" And he snatched his overcoat from the chair on which it hung and held it threateningly over her.

The truth flashed upon the horror-struck girl. She was alone with a madman.

In times of deadly peril the brain, unless paralysed with terror, acts with lightning-like quickness.

An inspiration born of despair flashed through the brain of Eureka Plumduff.

"George," she said, calmly, "I shall not resist. I am willing to die. But before you do this dreadful deed let me say just one word."

"I will give you 30 seconds," he answered, hoarsely.

"In the street outside, George," she said, "I hear a boy calling out: 'Evening Tomahawk, extra edition! All about the—'"

The young man darted to the door, unlocked it in a flash, and as he tumbled down the stairway, three steps at a time, his voice rang through the building with the frantic outcry:

"Hold on, there, boy! Wa-a-a-ait! What's the go-o-o-oo?"—"Boston Herald."

JOSEPH YOUNG, FAMILY GROCER & PROVISION MERCHANT, QUAY SIDE, MARYPORT,

Near Union Office,

Seamen and Firemen supplied with all kinds of Stores, Best Quality, at Lowest Prices.
 SPECIAL ATTENTION GIVEN TO WEEKLY BOATS.

Seafaring Men in MARYPORT
 SHOULD GO TO

WM. ADAIR & SON SHIPPING BROW,

FOR READY-MADE CLOTHING, SERGES, DUNGAREES, OILSKINS, GUBBERSEYS, BEDS & BEDDING, SHIRTS, DRAWERS, & STOCKINGS, HATS & CAPS, TIES, SCARVES, COLLARS, BOOTS, SHOES & SLIPPERS.

S. J. GOWER, PRINTER,

Wholesale and Retail

COMMERCIAL AND FANCY STATIONER,
 NEWSAGENT, BOOKBINDER, &c.,
 2, MYTONGATE, HULL.

N.B.—Wholesale and Advertisement Agent for SEAFARING in Hull

THE BEE HIVE, SUTTON ST., COMMERCIAL ROAD, E.

Proprietor, W. DEGROAT, Jun.

House of Call for Sailors and Firemen, and all bond fide Trade Unionists.

ALL LIQUORS OF THE BEST QUALITY.
 A TRIAL SOLICITED.

To the Married and those Intending to Marry of both Sexes.

READ Carefully my New Book, which treats Every Branch of this Delicate Question of Large Families, with a check as recommended by eminent medical hygienists. Send at once postal order for 1s. and 1d. stamp with name and address plainly written, to the Author, Mr. W. J. Douse, Radical Lecturer, 8 Ingleby House, Nottingham. An M.P. writes us:—"Book most valuable and moral in tone." Name this paper, please

THE STRIKE OF A SEX, or, WOMAN ON STRIKE AGAINST THE MALE SEX FOR BETTER CONDITIONS OF LIFE. A Novel. Should be read by every adult. Sent Post Free, on receipt of eight penny stamps, by W. H. REYNOLDS, Publisher, New Cross, London, S.E.

READ "THE LAW OF POPULATION," by ANNIE BESANT. A work designed to induce married people to limit their families within the means of sustenance.—Sent Post Free, by W. H. REYNOLDS, Publisher, New Cross, London, S.E., on receipt of eight penny stamps.

WHY BRING INTO THE WORLD

CHILDREN YOU DO NOT WANT, and are quite unable to provide for?—Read "THE MALTHUSIAN," Organ of the Malthusian League, published on the first of each month, price One Penny. Specimen copy, with principles and objects of the League, on receipt of two penny stamps, by W. H. REYNOLDS, Secretary, New Cross, London, S.E.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amer-starm," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

SAFE ANCHORAGE. WHERE TO BOARD. UNION BOARDING-HOUSES.

BARRY.—Mrs. Mooney, 6, Holm-st., Cadoxton.
 BO'NESS.—Mrs. Baxter, Sailors' Home, East Pier-head.

CARDIFF.—Seamen's Institute, West Butte-street.
 HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.

Seamen's Union Home, 48, Mytongate
 LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.

SWANSEA.—E. Dann, 3, Strand.

PATENT WOVEN BANNERS

GEORGE TUTILL, Artistic Banner Painter,

And Manufacturer of the Banners for the Tugboat Branch, Grays Branch, Gravesend Branch, Tower Branch, etc., of the Sailors' and Firemen's Union, and Maker of the Emblem of the Union. Also Manufacturer of the Regalia for the various Branches.

83, CITY ROAD, LONDON, E.C.

SEAMEN should visit this Establishment.
(Close to East India Dock.)

WATCHMAKERS, JEWELLERS, & COMPLETE
SEAMEN'S OUTFITTERS.

NEEDLE AND ANCHOR.

P. M. LEIBOW & CO.,
210 & 212, EAST INDIA DOCK ROAD, LONDON, E.

SAMUEL BEGG,
Treasurer Hull Branch N.A.S. & F.U.

TURK'S HEAD HOTEL,
MYTONGATE, HULL.

CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.

Captains Supplied at Wholesale Prices.
OILSKINS AND SEA-BOOTS A SPECIALITY
PAWNBROKERS.
Liberal advances made on all kinds of property.

ESTABLISHED

UNION CLOTHING DEPOT.

[1873.]

CHARLES MILLS,

No. 9, STATION ROAD, (Between Mill Dam and Market Ferry), SOUTH SHIELDS.

NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S
OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

R. WHITE,

WHOLESALE
CABINET & BEDDING
MANUFACTURER,

70, 72, & 74, RATHBONE STREET,
CANNING TOWN, LONDON, E.,

AND
28 & 29, GREEN ST., UPTON PARK, E.

Houses Furnished from 10 to 100 gs.

ALL GOODS WARRANTED

SPECIALITIES IN
SEAMEN'S BEDDING

PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.
BUSH RUGS & COLOURED BLANKETS

Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/3, 4/9, 5/9, 6/9.

CAPTAIN E. DANN,
BOARD AND LODGINGS BY DAY OR WEEK,
3, STRAND, SWANSEA.

SEAMEN'S OUTFITTING STORES,
23, WIND STREET, SWANSEA.

MRS. ROBERT BAXTER,
SAILORS' HOME,
EAST PIERHEAD,
BO'NESS.

TO MEMBERS N. A. S. & F. UNION.
BRITANNIA COFFEE TAVERN

(Opposite St. Katharine's Dock House and S. U. Office).
Proprietor, Mr. THOMAS STILL.
Seamen can be accommodated by the Day,
Meals, or Week, suitable to themselves.

SEAMEN'S EFFECTS COLLECTED AND DELIVERED

C. R. SHORT,
Trustee Tidal Basin Branch Seamen's Union

AND
Treasurer of the Non-Freemen of the
River Thames.

TIDAL BASIN TAVERN,
LONDON.

Wines, Spirits, & Ales of the Best Quality.

H. PHILLIPS,

PAWNBROKER,
TIDAL BASIN,
VICTORIA DOCKS:
SAILORS' OUTFITTER
In all its Branches.

N. A. S. & F. UNION HOME,
5, PRINCE STREET, HULL
(Next door to the Unity Hall).

TERMS, 14s. PER WEEK.
G. A. HODGSON, Proprietor,
Financial Member, Hull Branch.

NOTICE TO UNION MEN.
Union men frequenting BARRY DOCK are
respectfully requested to Board at

MRS. MOONEY'S,
6, HOLM ST., CADOXTON.
(Near Barry Dock).

N.B.—None but Unionists need apply. Note the address

LONDON.
N. A. S. & F. BOARDING HOUSE,
Mrs. HICKS,
13, JEREMIAH STREET,
Four Doors from Green's Home Branch Office.

McCANN & CO.,
LONDON HOUSE, HOLTON ROAD, BARRY.
Seafaring men cannot do better than buy their CLOTHING
at McCANN & Co.'s. We buy for Cash from the best manu-
facturers, which enables us to give the best value to our
customers. One price; no abatement. The Largest Stock
in the neighbourhood.
McCANN & CO., London House, Holton-rd., Barry.
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

PHILHARMONIC RESTAURANT

St. Mary Street, CARDIFF.
DINNERS. TEAS. SUPPERS.
Wines and Spirits of finest quality. Billiard
and Smoking Rooms.

G. F. CULLEY, Manager.

SEAMEN'S UNION HOME,
48, MYTONGATE, HULL,

Members of the Union only are taken in as
Boarders in the above Home, by Day or
Week.

TERMS MODERATE.
NOTE.—All funds go to the funds of the National
Sailors' and Firemen's Union.

T. CARR, Sec. (pro tem.)

THE

**EMPIRE
PALACE OF VARIETIES**

QUEEN STREET,
CARDIFF.

GOLDIE BROS.,
ARTISTS AND PHOTOGRAPHERS,
QUEEN STREET STUDIO,
66 QUEEN ST., CARDIFF.

Photos of Mr. J. H. Wilson may be had.
"DEAR SIR,—I received my photo, which I consider an
excellent specimen of the photo art.—J. H. WILSON."

GEO. DANIELS,
Grocer and Provision Merchant,
28, CUSTOM HOUSE STREET,
CARDIFF.

Shipping Supplied. Special attention given to Weekly Boats.

J. JOHNS,
Wine & Spirit Merchant,
CROSS KEYS HOTEL,
QUEEN ST., CARDIFF.

OLD TRADES UNION HOUSE.
Wines and Spirits of the First Quality.

THE SAILORS' BOOT MAKING AND REPAIRING SHOP
(Underneath the Pelican Club.)

SYDNEY JONES,
276, BUTE STREET, CARDIFF
(Near the Railway Bridge and Tramway Terminus).
MAKER OF ALL KINDS OF SEA BOOTS. DECK AND
ENGINEERS' SLIPPERS, &c., MADE TO ORDER.
All kinds of Repairing done while you wait

£20
TOBACCONISTS COMMENCING,
JEWELLERS, STATIONERS, &c.
An Illustrated Guide (32s. pages, 3d.)
How to open a Cigar Store, 250 to
£1,000.—TOBACCONISTS' OUTFITTERS
Co., 188, HURSTON RD., LONDON. NOTE.
—A Prospectus on the other Trade
(free).—Manager, H. Myers. Established 1888.